

MAIL NEWS FROM CHINA

Railways, Mining, And Road Building

POWER PLANT IN NANCHANG

CONSERVANCY WORK

Nanchang. Detailed plans for the construction of the electric power plant and water works in Nanchang have been completed, according to a message from Mr. T. L. Soong, General Manager of the China Development Finance Corporation.

The estimates, which have been approved by the Kiangsi Provincial Government, call for an outlay of no less than \$3,185,000, of which \$1,785,000 will be expended on the electric power plant and \$1,400,000 on the water works including the installation of pipes and other equipment. The power plant is expected to be completed in two years and the waterworks in one year.

The planning of the construction has been carried out under the auspices of the China Development Finance Corporation, after Mr. T. L. Soong, accompanied by engineers, had visited Nanchang and made the necessary surveys.

The total capital for the two public utilities is fixed at \$3,200,000. The Kiangsi Provincial Government will subscribe \$500,000, and the balance will be provided by the China Development Finance Corporation.

Nanchang.

Construction work on the Yung-shan-Lienhua Highway, along the western border of Kiangsi, has been completed and omnibus service will be operated shortly. It is learnt at the Provincial Highway Bureau.

As the farmers are idle at this time of the year, the Highway Bureau has decided to employ them for paving the various highways in the province with stone.

Wuhu.

Train service on the section of the projected Nanking-Wuhu (Nanking-Shaoan) Railway between Wuhu and Tangtu (Taipingfu), in eastern Anhwei, was opened to traffic to-day.

Special efforts are being made by the Railway authorities to complete the steel bridges across the Tangtu River. It is expected that train service to the Capital from Wuhu will be in operation by the end of March.

Nanking. The National Water Conservancy Commission continued its meeting yesterday and discussed various phases of work relating to the improvement of river conservancy in the country.

Among the important proposals brought up were the following:

1. Unification of the conservancy administration throughout the country.

2. Development of domestic shipping routes.

3. Standardizing the names of rivers, determination of the regulations and laws governing water conservancy.

4. Unification of the accounting system among the various conservancy organs and revision of the regulations governing their organisation.

5. Early dredging of the Yellow River delta.

6. Fixing the expenses of the conservancy organs and compilation of a table showing the work done during the past year (1934).

Kuo Min.

Chungking.

Surveys on the projected railway between Tengtsingkuang and Tsellutzing, southeastern Szechuan, have been completed. The line covers a distance of 80 li (about 27 miles) and the estimated cost is \$1,500,000. The railway is intended chiefly to facilitate the transportation of salt in that part of the province.

Kuo Min.

Nanking.

Due to the increased volume of traffic on the Taokow-Chinghua Railway, in northern Honan, last year, a sum of \$200,000 is now available towards the amortization of its loan obligations. In a telegram to the Ministry of Railways, the Railway Administration states that a notification to this effect has been sent to its creditors, the Joint Office of the Chung Yuan Mining Corporation and the Pekin Syndicate.

Kuo Min.

Kaileng.

Surveys on the projected highway between Kaileng, provincial capital of Honan, and Chengchow, important city in northern Honan, including the road-beds and bridges, have been completed.

Kuo Min.

ENGINEERING AND BUILDING

CHINA'S ENGINEERING PROGRAMME

A Survey Of Progress And Projected Construction

Sir Arthur Salter in his report on the economic condition of China laid great emphasis on the necessity for the development of railways as the most satisfactory way of providing the people of this country with cheap communications. Engineers who some twenty or thirty years ago first took part in railway construction dreamed noble dreams of the possibilities of the enterprise to which they were privileged to give their services. Yet to-day those dreams are still unfulfilled. The total mileage of China's railways, excluding Manchuria, is now only about 6,000 miles. This gives one mile of railway to 70,000 people and 300 square miles of territory and compares unfavourably with India where there is a mile of railway to 8,245 people and 44 square miles, or Soviet Russia, where the figures are 3,362 and 171 square miles, or Australia, 238 and 108 square miles, or New Zealand, 441 and 30 square miles.

The reason for the slowness in developing railway communications may best be described as political. Railways were regarded as a foreign device forced upon a reluctant people. Local provincial enterprises came into existence, but proved unsatisfactory. It is interesting to remember that the Imperial Edict of 1911 ordering the resumption of all trunk lines by the state was a contributory cause of the Revolution of 1911; but the Republic which replaced the Manchu Empire actually had to confirm its predecessor's policy and establish the state control of trunk lines in 1913-14.

Programme Hindered

In the early days of the Republic foreign financial assistance was invited for railway construction. The programme was hindered by civil war, although good progress was made in unification of accountancy and standardization of construction and equipment. The European War dried up the sources of financial assistance from abroad, and after the War progressive deterioration in the credit of Chinese railways in the money markets of the world, owing to the failure of the Government to meet obligations for the loans of existing lines, precluded foreign financial assistance in extension of construction. The collapse in the financial stability of the railways began in 1924 and 1925 and, curiously enough, the Chinese people and the Government began then to take direct personal interest in the railways and have shown in recent years a strong determination to extend the system. By definite, although rather halting steps towards meeting loan obligations, the Government have to some extent improved the credit of the railways.

Lung-hai Railway

On the Lung-hai Railway active progress has been made on the extension of the line eastwards to the coast and westwards to Sianfu. The extension beyond Sianfu is only proposed at present to cover about 30 miles. To the west the line has been completed from Tungkuang to Sianfu, a distance of 132 kilometres, and eastwards to the coast at Hanchow Bay, where considerable progress has been made in the harbour works, while an extension of the main line from Tapu to Looyao, 28 kilometres, has been constructed. In addition, a branch line of 31 kilometres has been built from Chaoteng to Taiheruang, joining the branch line of the Tientsin-Pukow Railway to the latter place, from Lin-cheng.

The North to South Railway from Tatum, was projected as a standard gauge line of over 700 kilometres in length. It would have joined the Peking-Suiyuan line at Tatum, and passed through Taiyuan, the capital of Shansi. However, the Shansi Provincial Government began to build a metre-gauge railway on the same location, and this is called the Tatum-Puchow Railway.

way, Puchow being on the Shensi border but with the province of Shansi. Much progress has been made on this metre-gauge line and rails have been laid for 350 kilometres. About 150 kilometres have been constructed from Tatum southwards via Taiyoh and Kwohsien to Yuan Ping, 117 kilometres north of Taiyuan and about 200 kilometres from Taiyuan southwards via Khsien, Kienliu and Howhsien towards Linfeng. A "light railway" standard of construction has been adopted and the line is said to be unballasted.

The Yutse-Talku Railway was originally intended to be a portion of the Tatum-Tungkuang standard gauge line, 35 kilometres in length. When however, it was found that the Shansi Provincial Government were constructing the Tatum-Puchow metre-gauge line on a parallel location, the standard gauge construction was suspended, and the Yutse-Talku section was altered to metre-gauge and will form a portion of the Tatum-Puchow metre-gauge line.

The Hunan Railway, about 150 kilometres from Lohu on the Hual River, passing through Hufel and the Tatum and Huanan coalfields to Yuchikou, on the north bank of the Yangtze opposite Wuhu, is reported to be completed. This line will presumably connect at its northern end with the Tientsin-Pukow Railway at Pengpu.

South of the Yangtze

South of the Yangtze there is the Cheu-kung standard-gauge railway from Hangchow to Kiangshan and Yushan, in Kiangsi, 344 kilometres. This enterprise has been completed under the auspices of the Chekiang Provincial Government, and full details were recently published in this journal. The line is being carried on from Yushan to Nanchang, about 300 kilometres in length.

The Nanking Chao-an Railway is being constructed by the Kiangnan Railway Co., which has also taken over the Wuhu-Chapoo Light Railway. The projected line is to run from Nanking through Wuhu, Sunchiapu (Anhui), Kiangshan (Chekiang) and Yenping (Fukien) to Chao-an, about 1,200 kilometres, and will later be extended from Chao-an to Canton. Some progress has been made on the Wuhu-Nanking Section and 80 kilometres of line has been constructed from Wuhu to Sunchiapu.

Although no construction has been actually started on the completion of the gap in the Shanghai-Hangchow-Ningpo Railway, between the Tsang River, 774 miles from Ningpo, and the Chien Tang River, at Zankou, near Hangchow, an agreement for a loan for the completion of the line was executed in November. When the loan has been issued work will be commenced and it is hoped that that event will not be much longer delayed.

Preliminary work has been started on the combined road and rail bridge over the Chien Tang River, which with the construction of the 784 kilometres length of line between the river and the present terminus from Ningpo, will provide through railway connection between Shanghai, Hangchow, Shaohsing and Ningpo.

The Chien Tang Bridge is of 16 spans of 220 feet, and the road-way is to be carried on the upper booms of the steel trusses, which carry a single line of railway below, as through spans. The founding of the piers will probably present difficulties owing to the material of the river bed. The steel spans may be erected on shore and floated out on pontoons to position on the completed piers.

Canton-Hankow Line

The most important of China's trunk lines, economically and politically, is, however, the Canton-Hankow Railway, the progress towards completion of which is of special interest at the moment, in view of the issue of

the Sterling Indemnity Loan. By that loan capital has been made available for the completion of the railway upon the security of the British Boxer Indemnity and accumulated instalments. The Ministry of Railways had previously been pushing forward that construction from Shuichow, the terminus of the southern section started from Canton as a provincial undertaking. The section from Shuichow to Lochang, 51 kilometres, was completed in October, 1933, and work then was being pushed forward through the difficult section from Lochang to the Hunan-Kuangtung frontier.

The work of construction on the Hupel-Hunan section of the Canton-Hankow Railway reached Changsha, the capital of Hunan, during the War, and it was impossible to issue a supplementary loan to complete the line. At Changsha the new line connected with the provincially constructed section from Changsha to Chuchow, where a line had already been built from Pinghsiang to Chuchow to transport coal from the Pinghsiang Collieries to the Siang River. The gap thus left between Chuchow and Shuichow, the terminus of the line from Canton, was about 280 miles, or 450 kilometres, and of this nearly 100 kilometres, from Lokow northwards, have been completed and work is now in hand in all the construction divisions. The line is expected to be completed before the end of 1936.

From Chuchow to Ichang, on the Hunan-Kuangtung border, the country is not exceptionally difficult. The location follows approximately the valley of the Hsiang River as far as Hengchow, where the Lei River, a branch of the Hsiang, is crossed, and thence the line runs up the Lei River valley to Chenchow on the upper Lei River. From Chenchow to Ichang the line is located in beautiful "Highland" country, which is fairly easy, but from Ichang southwards across the provincial border, and on to Lochang, the country is quite difficult, as there is no defined watershed or natural "divide" between the provinces, but an inchoate jumble of hills of limestone formation. The location reaches the Wushui River, branch of the North River, not far south of Pinghshek, and thence follows the river side to Lochang on the North River.

There are three important bridges on the Chuchow-Lochang Section over the Lu, Mi and Lei Rivers, all branches of the Siang River.

In the difficult country across the Hunan-Kuangtung border, a location has been obtained.

Difficult Construction

On the section of the line which closely follows the North River, between Taishekmen and Lochang, in Kuangtung, a sharp curvature has been adopted so as to follow closely the contour of the river, and, while avoiding much tunnelling, has involved heavy work in retaining walls, rock cuttings and river defence. There are five or six tunnels on this section, the longest of which is only 750 feet.

It is estimated that some 1,180 kilometres of new lines have been constructed during the last two years. It is, however, evident that, although some progress can be recorded, what has been effected is an insignificant portion of the railway programme which is requisite for the economic development of this vast Continent.

It does not appear that the internal financial resources of China can be equal to the required aim, and it seems essential that the assistance of foreign finance should be forthcoming. If an adequate programme of railway construction is to be carried out in a reasonable period of time, in this country of vast distances the outstanding need for China, in her aim for economic development and improvement in standards of living is the

SINO-ITALIAN RADIO

Inauguration Of Direct Service

Nanking, Jan. 23. Marking a further step in the development of international communications, direct radio service between China and Italy was officially inaugurated on Monday under the direction of the Bureau of International Telegraphs, in accordance with the plans of the Ministry of Communications.

Radio messages between the two countries will now be directly transmitted by the International Radio Station at Chengju, Shanghai, and the Italian Government Radio Station in Rome.

Dispatches for and from cities other than Shanghai and Rome in the two countries will be relayed by the two radio stations. Apart from official messages, which are still under negotiation between the two Governments, the rate for ordinary traffic on the new direct service will be the same as the indirect service heretofore maintained between the countries, that is, \$3.45 per word.

Preparations for direct service were started in February last year. During the period of one year several tests were conducted.

Prior to inauguration of the direct service, messages between the two countries were relayed through the Geneva Radio Station of the League of Nations.

Kuo Min.

ENGLAND AS A UTOPIA

Architect's Dream Of The Future

Schoolboys and schoolgirls were given a glimpse of the England they will one day inhabit when they listened to a talk by the Hon. Humphrey Pakington, at the Royal Institute of British Architects, yesterday.

The new England, said Mr. Pakington, would spell death to the big industrial over-crowded cities. No town would have more than 10,000 inhabitants. Where industry demanded more, a number of towns would be grouped together but separated by wide stretches of countryside. Villages would be needed for those who worked on the land.

Chasm-Streets

Everything would be floodlit. The view of a town at night would not be that of twinkling street lamps, but of wide floodlit patches on the dark background of the cultivated land.

There would be no need for dazzling head-lamps on cars. All road surfaces would be floodlit.

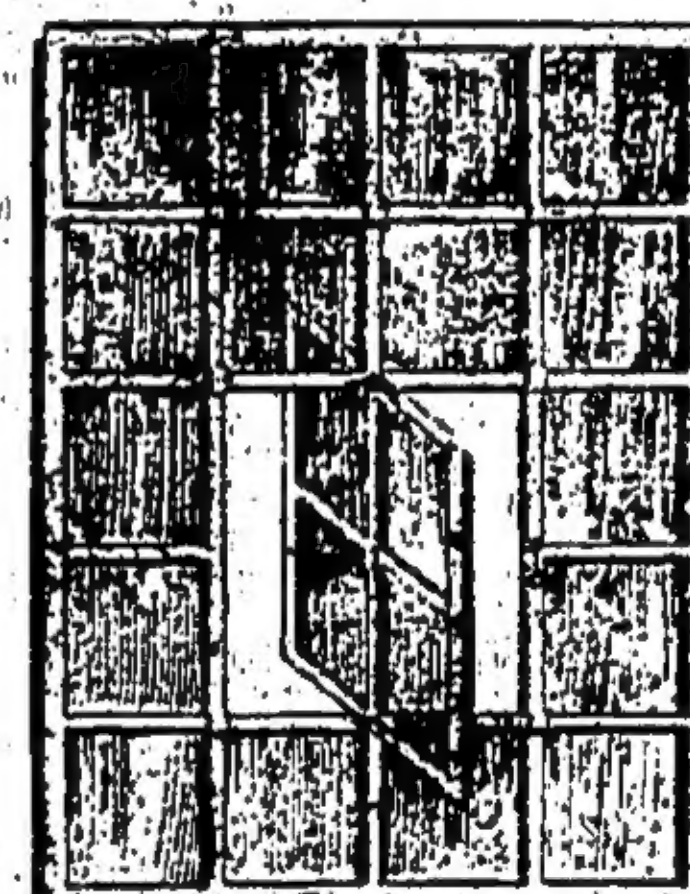
Houses would be of three, or not more than four, storeys. To-day, with new blocks of flats, London streets were getting higher and like chasms in appearance. The low sky-line and sunny aspect of the London so much admired by foreigners was being lost.

Nanking.

In view of the fact that the new highway between Sian and Lanchow, provincial capitals of Shensi and Kansu, is nearing completion, the Ministry of Communications has instructed the Directorate-General of Posts to negotiate with the Highway Administration governing the transport of mail on the new road in order to speed up the postal service.

Kuo Min.

METAL WINDOWS



MADE IN HONGKONG FROM IMPORTED BRITISH MATERIAL 95% BRITISH.

MANUFACTURED BY

THE TAI YING STEEL WINDOW MFG. CO.

TELEPHONE: 27482.

OFFICE: 89/85, CHUN YONG STREET.

FACTORY: NORTH-POINT, HONG KONG.

Mesopotamia - Mediterranean Joined By Pipeline

London, Jan. 14.

The pipeline joining Mesopotamia with the Mediterranean will formally be opened to-day by the King of Iraq. The pipeline was constructed by the International Iraq Petroleum Company, containing British, French, American and Dutch interests. There are 1,200 miles of pipes, costing £10,000,000 mostly across the waterless desert.

The pipe took nearly three years to build across six countries and a desert, and will take its place as the eighth wonder of the world. Its opening is being celebrated by a 12-day ceremony.

Behind this immense achievement of modern industry is the personality of a famous British engineer and oil magnate—Sir John Cadman, G.C.M.G., D.S.O.

Now, after years of intricate negotiation, survey and building under the most trying circumstances, the dream has come true. It is without doubt the greatest work of its kind in the world, and to honour the triumph £25,000 is to be spent on the events to mark the opening.

Through this oil pipe which runs from the heart of Iraq to the Mediterranean, 4,000,000 tons of oil will travel every year to Haifa and Tripoli on the coast from the wells at Kirkuk, Hund-

reds of miles inland. It travels across desert, river and mountain.

Romance Behind The Feat

The labours of thousands of men have been involved in this wonder of engineering. For years they have toiled under the blazing sun, but no edifice stands as an eternal memorial of their achievement.

Their work is "just a pipe-line," some of it buried in the sand of the desert, the rest only discernible by a faint ridge which time will rapidly efface.

It was only the foresight, initiative and patience of Sir John Cadman, which made the task possible.

In 1931 Sir John negotiated with the Iraq Government the convention which constitutes the company's charter, and established the conventions with the Governments of Palestine, Transjordan, the Lebanese Republic and Syria.

A good deal of survey and exploration work had preceded this convention, but in 1931 began the task, incredibly difficult, of acquiring the land needed.

Early in 1932 the real work of construction started and by the end of August there were nearly 5,000 men, including 182 Europeans, at work.

SHIP & ENGINE BUILDERS, SHIP & ENGINE REPAIRERS, MECHANICAL AND ELECTRICAL ENGINEERS, BOILER MAKERS, IRON FOUNDERS, (Licensed to Manufacture Lams Perlit Iron), BRASS FOUNDERS, FORGE MASTERS, OXY-ACETYLENE AND ELECTRIC WELDERS.

—DRY DOCK—
Length 787 Feet.
Length on Blocks 750 Feet.
Breadth at entrance 83 ft. 4 ins.
Depth on Centre of Hull (H.W.O.S.T.) 34 ft. 6 ins.

—THREE SLIPWAYS—
Capable of Handling Ships up to 4,000 Tons Displacement.

—CRANES—
100 TON Electric Crane at Sea Wall, Lifting reach 70 feet.
25 TON High tower gantry Travelling Crane, Lifting radius 77 ft. 8 ins. serving the Dry Dock and Sea Wall berths.

BUTTERFIELD & SWIRE, Agents, HONG KONG, CHINA & JAPAN.
TEL. ADDRESS: "TAIKOON", HONG KONG.
TELEPHONE: 30211.
CABLE FLAG: "NUMERAL ONE" OVER "PENANG" AND "HONG KONG".

TO-MORROW'S CHURCH SERVICES

Fourth Sunday After Epiphany

ST. JOHN'S CATHEDRAL HONG KONG

February 3, 1935.—Fourth Sunday after Epiphany:
8 a.m.—Holy Communion.
8 a.m.—Holy Communion (Peak Church).
10 a.m.—Children's Service, including the Kindergarten School and the Happy Valley Sunday School.
11 a.m.—Choral Eucharist and Sermon.
Preacher: Rev. H. W. Baines.
6.30 p.m.—Evensong.
Preacher: The Dean, "Are Some naturally religious, others not?"
Week Day Services, etc.
Matins: Daily at 9 a.m.
Intercessions for the Sick: Wednesday at 10.15 a.m.
Holy Communion: Thursday at 7.45 a.m.
Holy Communion: Friday at 7.45 a.m.
Choir Practice: Friday at 5.30 p.m.

Other Notices
The Children of the Happy Valley Sunday School will attend the Children's Service at St. John's Cathedral at 10 a.m. for a Baptism Service, instead of their usual Sunday School.

ENGLISH METHODIST CHURCH

Queen's Road E., Wanchai, Hong Kong.
February 3, 1935.
4th Sunday after Epiphany, Morning Order, 10.15 a.m. by The Rev. J. Courteney Jacobs.
Hymn No. 74—"Praise to the holiest in the height."
Prayer—"The Lord's Prayer."
Hymn No. 72—"Begin, my soul."
1st (appointed)—Lesson, Amos 3.
Children's Hymn No. 821—"Stand up, stand up for Jesus."
2nd (appointed)—Lesson, St. James 3.
Prayer.
Notices.
Hymn No. 389—"Great God, indulge my humble claim."
Sermon.
Hymn No. 498—"Rock of Ages, cleft for me."
Blessing.
National Anthem.
Evening Order, 6 p.m. by The Rev. J. Courteney Jacobs.
Hymn No. 297—"Come to our poor nature's night."
Prayer.
Hymn No. 371—"And can it be?"
Reading.
Prayer.
Notices.
Hymn No. 389—"What shall I render to my God?"
Address.
Hymn No. 625—"I to the hills will lift mine eyes."
Blessing.

RUSSIAN MOSCOW BAKERY

89, Rua do Campo, MACAO.
All kinds of bread by first class Russian Bakers. Visit our bakery.

HOU HING DANCING CLUB

Top Floor, Central Hotel.
Every Night Dancing.
Refreshments, Bar, and Best Partners.

GARAGE MACAU

New and Comfortable Tourist Cars.
Phone 2317.

DOG RACING

MEETINGS: Saturday, 9.15 P.M.

Sunday, 9.15 P.M.

\$2 Pari-Mutuels; \$1 Cash Sweeps;

ADMISSIONS: Members Stand \$1, Public Stand 40 cents.

GENERAL AIRCRAFT

Satisfactory Engine Tests

(Special Air Mail Service)

London, Jan. 12.

The statutory meeting of General Aircraft Ltd. was held at Winchester House, E.C.
Sir Maurice Bonham-Carter, K.C.B., K.C.V.O. (the chairman), said that he was glad to have that opportunity of informing the shareholders of the activities of the company during the three months which had passed since its formation, but first he would refer to the statement of the Government's new policy and programme for the advancement of civil aviation which had recently been made in the House of Commons by the Under Secretary of State. They wholeheartedly welcomed that pronouncement, and believed that its importance to commercial aviation had not yet been fully recognised, either here or abroad. The works staff had been largely engaged in preparing the ground for the change-over from Croydon to the new works at Hanworth and for the increase of production which would ensue. London Air Park had now been taken over by London Air Syndicate Ltd. from General Aircraft Ltd.
He was glad to be able to give a wholly satisfactory report of the new engine. One engine had been continuously under test on the bench since October, and, having emerged from the trial with nothing but minor teething troubles, a second unit had been installed

in a two-seater machine, and that had also passed satisfactorily through its preliminary flying tests in the air. The procedure of putting an engine into the air before carrying out type tests had been adopted so that those tests could be carried out under actual known flying conditions. To meet the demand for a twin engine four-place machine of exceptional performance on one engine, and capable of carrying a large proportion of mail or goods in safety over hazardous country and sea crossings, they had produced model ST12, equipped with two Gipsy Major engines. The first machine had been flying since Dec. 19, and the tests, which were almost completed, had shown that the engine was capable of carrying a large proportion of mail or goods in safety over hazardous country and sea crossings. They had produced model ST12, equipped with two Gipsy Major engines. The first machine had been flying since Dec. 19, and the tests, which were almost completed, had shown that the engine was capable of carrying a large proportion of mail or goods in safety over hazardous country and sea crossings. They had produced model ST12, equipped with two Gipsy Major engines. The first machine had been flying since Dec. 19, and the tests, which were almost completed, had shown that the engine was capable of carrying a large proportion of mail or goods in safety over hazardous country and sea crossings.

LONDON-PARIS IN 70 MINS.

By The New French 200-M.P.H. Air Liner

(Special Air Mail Service)

London, Jan. 12.

A new type of 30-seater, 200 miles-an-hour air liner is now undergoing flying trials in France before being introduced on the London-Paris service.
It will be the fastest type of aircraft ever used on this route and will reduce the air journey between the two capitals to about 70 minutes. The present London-Paris schedules are 1hr 35mins. for the French line and 2½ hours for the British service.
The new air liner is a Dewoitine triple-engine monoplane and is the French reply to the speed challenge of the American Douglas type of airliner.
Like the Douglas, it is built of metal throughout and is fitted with three engines totalling over 2,100 h.p.
A feature of its construction is its three petrol tanks which, in case of emergency, can be jettisoned either singly or simultaneously by means of quick-release levers in the pilot's cockpit.

Its Long-Distance Range

A fleet of these machines has been ordered by Air France for use on both its short-distance European services and for its long-distance routes to the Far East. For long distance operation the machine will have a non-stop flying range of 1,260 miles and will carry only eight passengers seated in chairs adjustable for sleeping.
On shorter journeys, such as the London-Paris route the range will be greatly reduced and seating accommodation provided in the cabin for 30 passengers.

In this form the machine is expected to have a top speed of at least 200 miles an hour, and a small cruising speed in the region of three miles a minute.

SEA SICKNESS DISDAINED

British Genius

The senior medical officer of the liner Ile-de-France, Dr. J. Bohec, has discovered the secret of the genius of the English for travelling and colonizing. He writes a correspondent. They have refused to recognize sea-sickness. That is all. The Englishman's attitude is one of disdain and indifference; the Frenchman's is one of scepticism, which is extended to the ability of medicine to combat sea-sickness effectively.
Yet Dr. Bohec claims that sea-sickness can now be controlled by the doctor who distinguishes one type of sea-sickness from another and suits his therapeutic activities to the varieties of his diagnoses.
He states that there are five forms of sea-sickness—Hypervagotonic, Sympathicotonic, Amphoneurotic, Hypersympathicotonic and Psychic or mental.
He gives belladonna to quiet the vagus or ergotamine to calm the sympathetic system. He also employs hyoscine. If he is called in too late to prevent sea-sickness, he may reduce the period of suffering by injecting the drug hypodermically.
"If drug treatment is ineffective," he states, "either the wrong drug has been chosen or its dosage is inadequate. Voilà tout."

WEST AUSTRALIA'S PETITION

(Special Air Mail Service)

London, Jan. 12.

One of the most interesting subjects to come before Parliament in its resumed sittings will be the fate of West Australia's petition for secession from the Australian Commonwealth.
A recommendation by the Committee on Public Petitions in favour of the appointment of a Select Committee to consider the relevancy of the petition is before the House of Commons.
The House of Lords awaits a statement by Lord Halsbury. When the secession petition was presented last month he referred to the gravity of the constitutional problems raised.

Lord Halsbury's "Advice"

It is said that Federal circles in London attach a great deal of importance to his intervention in the discussion.
There is a feeling among anti-secessionists that Lord Halsbury's promised "advice" may be of a fairly decisive character as far as the secession delegation is concerned.
The whole question bristles with legal difficulties. Each side seems able to bring forward equally strong authorities in support of opposite standpoints.

A PLOT THAT FAILED

Kidnapping A Future Prime Minister

(Special Air Mail Service)

London, Jan. 12.

The universal interest in the Lindbergh case will strengthen the impression in this country that kidnapping is a purely American crime.

The most fantastic kidnapping plot, however, that can be recalled, was aimed against no less a person than our present Prime Minister.

Soon after the first Russian revolution in March 1917, it was widely believed that Mr. Ramsay MacDonald would visit Russia.

The announcement of his visit was published in nearly all the Russian newspapers and caused considerable excitement and resentment in many quarters, not least, in a small British unit which was then serving on the Russian front.

Regarding Mr. MacDonald as a dangerous Pacifist, certain members of this unit put their heads together in order to checkmate his activities.

It was arranged that when Mr. MacDonald arrived in Petrograd he should be invited to visit their section of the Russian front. This would have been quite natural visits to the front being part of the programme of Allied Labour leaders who visited Russia after the revolution.

He was to be allowed to address the men. If he made any undesirable remarks, the Russian escort, which in the ordinary course of events would take him back to Petrograd, was to arrange for him to be captured by the Germans—a simple enough matter in those days of Russian military demoralisation.

The plot was never put into execution. Mr. MacDonald was prevented by another agency from coming to Russia.

KING'S

From MONDAY, 4th FEBRUARY

Special Attraction

For the Chinese New Year Holidays

Fred Astaire & Ginger Rogers

"THE GAY DIVORCEE"



R-K-O Radio Picture

FOR JOB PRINTING

CONSULT

The Hong Kong Daily Press

Ledgers, Account Books, Leaflets, Magazines, Circulars, Prospectuses, Company Reports, etc. Every description of Commercial printing necessities.

Neatly executed

Prompt deliveries.

Telephone 30251

PREMISES TO LET

PEAK MANSIONS:
1-roomed flats.

PRINCE EDWARD ROAD
DISTRICT.

1-4 roomed flats,
4-8 roomed residences.

CHEUNG SHA WAN:
1-3 roomed flats.

KOWLOON CITY:
1-roomed flats.

APPLY:

CREDIT
FONCIER
D'EXTREME
ORIENT

FRENCH BANK BLDG.,
5, Queen's Road, Central.
Phone: 21063.

HOTELS
IN
ENGLAND

LONDON

RUTLAND COURT HOTEL,
LANCASTER-GATE, Hyde Park.
Convenient for everywhere in Town,
Theatres, Shopping centres, etc.,
Kensington Gardens and Hyde Park
but a few yards from Hotel.
Every Bed-room has a C running
water, gas fire, telephone, Bed-
Sitting Room, Dressing Room,
Excellent Reception-rooms, Billiard
and Ball Room, INCLUSIVE Weekly
terms from 34 gns. single, 64 gns.
double. Bed and Breakfast from 8/6.
Under active new management.
Tariff from DAILY PRESS Office.

THE NATIONAL MUTUAL
LIFE ASSOCIATION OF
AUSTRALASIA, LTD.
How Kow Office: 4, Queen's Road Central,
1st Floor. Tel. 2721.
The non-forfeiture Office, No. Shareholders.
All Funds belong to members. Greatest
Security. Insurance 25,000,000. Funds
2,500,000,000. Best Investment. Large Bonuses
every year.

"CHINA TO-DAY"
SERIES

Edited by TANG LEANG-LI

No. 1 SUPPRESSING COMMUNIST BANDITRY IN CHINA (2nd Edition)

(".....in its matter, its manner and its format, an admirable production, fully entitled to be catalogued as "research" rather than as "Pamphleteering"—The Times. Literary Supplement (London)

With 46 Illustrations—Demy 8vo.—140 pages ... HK\$3.00

No. 2 CHINA'S PROBLEMS AND THEIR SOLUTION—By Wang Ching-Wei. With a biographical sketch of the author by Tang Leang-Li.

("Truly, 'China's Problems and Their Solution' is a remarkable work written by a great man."—Finance and Commerce, Shanghai).

Demy 8vo.—220 pages ... HK\$4.50

No. 3 RECONSTRUCTION IN CHINA—With Illustrations and Maps.

Demy 8vo.—About 450 pages—Ready next April ... HK\$7.50

No. 4 THE PUPPET STATE OF "MANCHUKUO"

Demy 8vo.—288 pages—Ready next February. HK\$4.00

Obtainable at the:
HONGKONG DAILY PRESS OFFICE
Publishers: CHINA UNITED PRESS, Shanghai.

Obtainable at the:
HONGKONG DAILY PRESS OFFICE
Publishers: CHINA UNITED PRESS, Shanghai.

Obtainable at the:
HONGKONG DAILY PRESS OFFICE
Publishers: CHINA UNITED PRESS, Shanghai.

Obtainable at the:
HONGKONG DAILY PRESS OFFICE
Publishers: CHINA UNITED PRESS, Shanghai.

Obtainable at the:
HONGKONG DAILY PRESS OFFICE
Publishers: CHINA UNITED PRESS, Shanghai.

Obtainable at the:
HONGKONG DAILY PRESS OFFICE
Publishers: CHINA UNITED PRESS, Shanghai.

Obtainable at the:
HONGKONG DAILY PRESS OFFICE
Publishers: CHINA UNITED PRESS, Shanghai.

Obtainable at the:
HONGKONG DAILY PRESS OFFICE
Publishers: CHINA UNITED PRESS, Shanghai.

Obtainable at the:
HONGKONG DAILY PRESS OFFICE
Publishers: CHINA UNITED PRESS, Shanghai.

Obtainable at the:
HONGKONG DAILY PRESS OFFICE
Publishers: CHINA UNITED PRESS, Shanghai.

Obtainable at the:
HONGKONG DAILY PRESS OFFICE
Publishers: CHINA UNITED PRESS, Shanghai.

Obtainable at the:
HONGKONG DAILY PRESS OFFICE
Publishers: CHINA UNITED PRESS, Shanghai.

Obtainable at the:
HONGKONG DAILY PRESS OFFICE
Publishers: CHINA UNITED PRESS, Shanghai.

Obtainable at the:
HONGKONG DAILY PRESS OFFICE
Publishers: CHINA UNITED PRESS, Shanghai.

Obtainable at the:
HONGKONG DAILY PRESS OFFICE
Publishers: CHINA UNITED PRESS, Shanghai.

WEEK-END RADIO PROGRAMMES

Broadcast By Z.B.W. On 355 Metres

Saturday

DANCE MUSIC FROM HONG KONG HOTEL TO-NIGHT
A B.B.C. PROGRAMME

12.30-2.15 p.m. European Programme

12.30 p.m. London and New York Stock and Commodity Quotations

1.03 p.m. Recorded Music

1.30 p.m. Reuter Press Bulletins, Rugby Press News, etc.

2.15 p.m. Chinese Programme

7 p.m.-12 midnight, European Programme

7-7.25 p.m.

BAND MUSIC
Selection—"Traviata" (Verdi)
Selection—"Faust" (Gounod)
Americana (Thurman)

7.25-8 p.m.

Vocal Gem—Peggy Ann
Jerome Kern—Medley
George Gershwin—Medley
Song Carnival of 1932 Stars
Songs—Over on the Sunny Side
Masquerading in the name of Love—Hugh Morton (Baritone)

Instrumental—Happy as the Day is Long
Instrumental—Raisin' the Rent
Roy Bargy and Ramona.

8 p.m. Local Time and Weather Report

8.03-9 p.m.

A B.B.C. RECORDED PROGRAMME

"SIR CHRISTOPHER WREN"
A Wireless Play in celebration of the Tercentenary of the Birth of the famous British Architect, written by C. Whitaker-Wilson, and produced by Howard Rose in the Studios of the British Broadcasting Corporation.

9-9.30 p.m.

LIGHT CONCERT ITEMS
Song—Her Name is Mary
Song—When Irish Eyes are Smiling Danny Malone (Tenor)

Piano Solos—Der Fledermaus—Selection Rale da Costa
Song—Twilight
Song—My Little nest of Heavenly Blue Maria Jerizna (Soprano)

Violin Solo—Tango (Albeniz) Yell d'Aranyi
Song—Nicholas (Nothing Matters)
Song—If I were King Dennis King (Baritone)

9.30 p.m. Reuter Press Bulletins, London 1 p.m. Stock and Commodity Quotations

9.35 p.m.-12 midnight
A relay of the Dante Orchestra from the Hong Kong Hotel Grill Room (by courtesy of the Management)

10.30 p.m. Reuter Press Bulletins, Rugby Mid-day Press News, Further London Stock and Commodity Quotations

12 midnight, Close Down

SUNDAY

10-11 a.m.—A Relay of the Service from the Union Church.

Order of Service

Preacher—The Rev. E. G. Powell, Voluntary.

Hymn—May Jesus Christ be praised.
Invocation and Lord's Prayer.
Hymn—Lord, of our Life.
Scripture Reading.
Hymn—Watch and Pray.
Offertory and Offertory Prayer.
Hymn—Jesus, Our Joy.
Sermon—"The Indwelling Christ."

Hymn—Lead us Heavenly Father.
National Anthem
Benediction

11 a.m.-12.45 p.m.—A Relay of the Service from the Hop Yat Church (Chinese).

12.45-2.30 p.m.—European Recorded Music

1 p.m.—Local Time and Weather Report

Light Opera and Musical Comedy
Vocal Gem—Chocolate Soldier (O. Strauss)

Vocal Gem—Lilac Domino (Cu-villier)

Song—Lover Come Back to me ("The New Moon") (Romberg)

Song—Wanting you ("The New Moon") (Romberg)—Lawrence Tibbett (Baritone)

Selection—A Country Girl (Monckton)

Vocal Gems—The Blue Mazurka
Vocal Gems—The Desert Song
Song—Waltz Song ("Merrie England") (German)

Song—Love Will find a Way (Maid of the Mountains)—Belene Esserman (Soprano)

Selection—The Song of Woe
Instrumental Music
Pianoforte Solos—Three Chinese

Pianoforte Solos—Three Chinese

Pianoforte Solos—Three Chinese

Pianoforte Solos—Three Chinese

Pianoforte Solos—Three Chinese

Pianoforte Solos—Three Chinese

Pieces (Chasins) — Abram

Chasins.
1. Filtration in a Chinese Garden.

2. Rush Hour in Hong Kong.
3. A Shanghai Tragedy.

Cello Solo—Mazurka, Op. 11 No. 3 (Poppo).

Cello Solo—Musette (Bach)—Pablo Casals.

Pianoforte Solo—Traumenswiran (Dream Visions) (Schumann) (Op. 12, No. 7)—Vladimir Horowitz.

Violin Solo—Zigeunerweisen (Sarasate, Op. 20)—Mischa Elman.

Concert Items
Song—Tell me Tonight.
Song—Only my Song—Richard Crooks (Tenor).

Organ Solo—Three Fours Waltz Suite (Coleridge Taylor).

Organ Solo—Minuet Antique (Walling)—Reginald Goss-Custard.

Song—Down Vauxhall Way (Oliver).

Song—Pretty Mocking Bird (Bishop)—Mavis Bennett (Soprano).

Light Orchestral Music.
A Musical Comedy Switch (arr. Hall)

Viennese Memories of Lehar (arr. Henry Hall).

Tramerei (Schumann).

7-10.30 p.m.—European Programme

7-7.25 p.m.—Orchestral.
Carneval Overture (Dvorak, Op. 92).

Till Eulenspiegels Lustige Streiche, Op. 28 (Till's Merry Pranks) (R. Strauss).

7.25-7.40 p.m.—Organ Concerto No. 1 (Handel).

Ave Maria (Schubert, arr. Munson).

Memories of Schubert (arr. Munson).

7.40-8 p.m.—Rose Bampton (Contraalto).

Richard Crooks (Tenor).
When I Bring to you Colour'd Toys.

Light my Light.
The Rosary.
Nazaret.

Do not go my Love (Hageman).
Swans (W. Kramer).

8 p.m.—Local Time and Weather Report

8.03-8.45 p.m.—A Columbia Programme

Instrumental—Rollin' Home (Rose).

Instrumental—Speak Easy—The Eight Piano Symphony.

Descriptive Ballad—Love's Old Sweet Song with Mary Jerrold, Hubert Harben, Lawrence Anderson and Company (Soloist: Catherine Stewart) (Contraalto)

Humorous Monologue—The Pensioner—William McCulloch.

Selection—Lucky Break—Debroy Somers Band.

Song—In your Arms Tonight.
Love, Forever I Adore you—Ronald Murgatroyd (Tenor).

Orchestra—Dancing down the Ages (arr. Finck)—Herman Finck and his Orchestra.

Song—Smoke Gets in your eyes.
Song—There's no more you can say—Turner Layton (Tenor).

8.45-9.10 p.m.—A Pianoforte Recital by Alfred Cortot.

1. Ballade in G Minor (Chopin, Op. 23).

2. The Children's Corner Suite (Debussy).

9-10.30 p.m.—From the Studio.
A Talk on the S.P.C.A. Dinner Dance and Cabaret by Sunny Hole

9.20-10 p.m.—Grand Opera.
Don Giovanni—Overture (Mozart)

"The Marriage of Figaro" (Mozart)—Now your day of Philandering are Over.

"Otello" (Verdi)—Cruel is he (Credo)—Peter Dawson (Bass-Baritone).

"Samson and Delilah" (Saint-Saens)—Bacchanale.

"Damnation of Faust" (Berlioz, Op. 24)—Rakoczy March.

"Madame Butterfly" (Puccini)—And why was he so Careful.

"Madame Butterfly" (Puccini)—One Fine Day—Rosetta Farnham (Soprano).

"The Bartered Bride"—Overture (Smetana).

10-10.30 p.m.—Dance Music

30 p.m.—Reuter Press Bulletins.

10.35 p.m.—Close Down.

NOTE.—There will be a Chinese Programme from Z.B.W. on a Frequency of 640 Kilocycles from 7 p.m.—12 midnight.

DAVENTRY RADIO

4.00 p.m.—Big Ben—A Studio Concert.

Hubert Carter (Tenor).

Berkeley Mason (Organ). From the Concert Hall, Broadcasting House.

Berkeley Mason. Concert piece (in form of a Waltz) (Hollins).

Audace, Elentance (B. Johnson). Hubert Carter. The Minstrel (Easthope Mar-

tin), Spring Goeth All in White

(Robert Elkin), Loreen (Walter Butler). Berkeley Mason: Caprice de Concert (Stuart Archer). Fountain Reverie (Fletcher). Hubert Carter: Romance (Donald Ford), Little House of Dreams (Dudley Glass). The Magic of thy Presence (Roger Quilter). The English Rose (Edward German). Berkeley Mason: Bell Rondo (Morandi, arr. Best).

4.45 p.m.—Talk "The Chief Engineer of the B.B.C. Greenwich Time Signal at 9.0 a.m.

5.00 p.m.—The B.B.C. Dance Orchestra, directed by Henry Hall.

5.45 p.m.—The News.

6.00 p.m.—Close down.

Sunday

4 p.m. Big Ben. The B.B.C. Empire Orchestra. Leader, Daniel Mela. Conductor, Eric Fogg.

Overture, Myriad (Mozart). Symphonic Sketch, In the Steppes of Central Asia (Borodin, arr. Schmid). Suite, Marionettes.

1—Baladin (Buffoon)

2—Poupee valse (Dancing Doll)

3—Une amourette cachee (Secret Love)

4—Les Irresistibles (The Irresistibles)

5—Haute noblesse (Aristocracy)

6—Malade a mort (Sick unto Death)

7—Finale (Feldini). Puck's Minuet (Herbert Howells). Overture, The Marriage of Figaro (Mozart)

4.40 p.m. Talk: "India" The Rt. Hon. George Lansbury, M.P. Greenwich Time Signal at 9 a.m.

5 p.m. A Presbyterian Service, relayed from Sefton Park Presbyterian Church, Liverpool

5.45 p.m. Weekly Newletter

6 p.m. Close down

BERLIN RADIO

Saturday

9.00 p.m.—D.J.A. DJN Announcement (Germ., Engl.)

German Folk Song Programme Forecast (Germ., Engl.)

9.15 p.m.—Music and Topical Events

9.45 p.m.—News in German on DJA and DJN

10.00 p.m.—Evening Concert. Gisela Meyer (Soprano), Frida Sigrid Hutschenreuther (Contraalto), Rlo Kube (Tenor), Wilhelm Strienz (Bass), Bernhard Lessmann (Violin), conducted by Fritz Wicke

11.15 p.m.—News in English on DJA and in Dutch on DJN

11.30 p.m.—The Island of Great Adventures A Comedy by Alfred Prugel

12.15 a.m.—News in English on DJA and in Dutch on DJN

12.30 a.m.—Close down DJA, DJN (Germ., Engl.)

Sunday

9.00 p.m.—D.J.A. DJN Announcement (Germ., Engl.)

German Folk Song Programme Forecast (Germ., Engl.)

Highlights of the Week's Programme

9.15 p.m.—Something for Sunday Evening

9.30 p.m.—Fairy Tale Time

9.45 p.m.—News and Review of the Week in English on DJA and in Dutch on DJN

10.00 p.m.—"Confetti" Variety Programme

11.15 p.m.—News and Review of the Week in German on DJA and DJN

11.30 p.m.—"Magic of Alpine Meadow and Homeland Forest." In the Interval: Memories of Peter Rosenger A Talk by Florian Kienzl

12.15 a.m.—News and Review of the Week in English on DJA and in Dutch on DJN

12.30 a.m.—Close down DJA, DJN (Germ., Engl.)

RADIO MANILA

Saturday

5.00 p.m.—Sunset Dance Programme—From the Lyric Music House.

8.10 p.m.—Spanish Informational Period.

8.30 p.m.—English Informational Period.

7.00 p.m.—Studio Presentation—Arsenio Ortega, saxophone solos and Larry Ortega, songs, accompanied by Arsenio Avellino.

7.15 p.m.—Federation of Women's Club.

7.20 p.m.—Songs by Fe Carvajal.

7.30 p.m.—Pioneer of the Philippines Programme.

7.45 p.m.—Air Giggles—Roko, Rimbo and Pilo the Frog.

8.00 p.m.—Educational Programme.

LAMBERTS AUCTIONS

PUBLIC AUCTION

THE Undersigned have received Instructions

To Sell at PUBLIC AUCTION

ON

Wednesday and Thursday, the 13th and 14th Feb. 1935.

COMMENCING EACH DAY AT 9.30 A.M.

with an Interval from 12 Noon to 1.30 P.M.

at H. M. Naval Yard, Hong Kong, and at Kowloon Naval Depot and Naval Armament Depot.

OLD & SURPLUS NAVAL STORES ETC.

Comprising—

Anchors, Boilers, Fire Pumps, Circular Saws, and other Machines, etc. Gymnastic Gear, Printing Machines, Old Tools, Canvas, Asbestos, India Rubber, Clocks, Glass Tubes, Leather, Electrical and W/T, Fittings, Lamps, Cars, Cordage, Canvas Tubing, Blankets, Furniture, Electric Cable, Old Ebony, Drums, Dirty Oil Fuel and Old Metals, Comprising Zinc, Brass, Iron, Steel, Lead, Battery Plates and White Metals, etc.

LOTS may be inspected on TUES. DAY, the 12th FEBRUARY, 1935

Terms of Sale—as Detailed in Catalogue.

LAMBERT BROS.,

By appointment Auctioneers to the Admiralty.

WEDDINGS AS PROPAGANDA

(Special Air Mail Service)

London, Jan. 12.

Special tourist trips—such as that arranged by the Spanish Monarchist paper "A.B.C." for the wedding of Princess Beatrice, ex-King Alfonso's eldest daughter, in Rome—seem to be becoming a recognised

Honeymoon Hotel Cartoon in Technicolour

Maizee's

ST. GEORGE'S BLDG.
HONG KONGDrastic
REDUCTIONS

for two days only

COST and LESS THAN COST
PRICES... Feb. 7th and 8th.

Travel Suits... Wool Dresses...
Knitted Dresses... Coats... Felt...
Hats... all late, good, clean
merchandise... smart styles... fine
for the present weather or for trips
north... ON SALE THURSDAY,
FEB. 7th ONLY.

Evening Gowns... Dinner
Gowns... Cocktail and
Afternoon Dresses and
many other wearables...
latest styles... all recent
shipments included...
GO ON SALE FRIDAY,
FEBRUARY 8th ONLY.

When we say Cost and Less
than Cost Prices we mean
**COST and LESS
THAN COST
PRICES**

We must clear this
stock to make room
for huge new ship-
ments now on the way.

This is 1935's Greatest
Sale offer. Come early.
CASH ONLY—NO EXCHANGES



PLUCKY SCOUTS

Commended By
Magistrate

Seven Boy Scouts of the 2nd Hong Kong (Catholic Cathedral) Group were commended by Mr. Wynne Jones yesterday for the part they played in arresting a snatcher in Garden Road on Thursday.

Lau Kwong-wing, 23, unemployed, was charged with stealing the handbag. He denied the offence.

Mrs. Stoneham testified that at 5.45 p.m. on Thursday she was walking down Battery Path with her bag under her left arm. She was also carrying a parcel. The thief came up from behind, snatched the bag and made off up the hill. She ran after him, shouting for help. She came across a European couple who joined in the chase. The thief bolted through the Cathedral grounds and turned left as he got into Garden Road. She then lost sight of the man. Later her bag was handed back to her and she saw the thief in the custody of several Scouts. She was certain the defendant was the man who snatched her bag.

Defendant: I saw the thief snatch the bag and I ran after him.

Mrs. A. A. Andrews, of No. 15, Bowen Road, stated that she was walking with a friend when she saw a Chinese man running with something under his coat. She took up the chase shouting "Stop him; he has got something." In Garden Road, she saw the thief throw the bag against the wall of the barracks and it fell on the road.

"A very small Boy Scout jumped out and caught him by the neck. By that time it was impossible for the man to get away as he was surrounded by Scouts," the witness added.

Scout Roy Maxwell, aged 15, of No. 1 Ashley Road, deposed that he saw two ladies running after the thief. He saw him drop the bag. Together with other Scouts he arrested him and handed the thief over to the constable on traffic point duty at the base of Garden Road.

Scouts Congratulated
The Magistrate: I congratulate you. You have done very well indeed.

The remainder of the party of Boy Scouts, all in uniform, were brought into Court and the Magistrate thanked them for what they had done.

In a statement from the dock, defendant said he had no witnesses to call. He was poor and had been given a letter to collect a dollar for food from a friend.

The Magistrate convicted defendant and passed sentence of four months' hard labour with twelve strokes of the birch. If he is unfit for the birch, defendant is to serve an extra two months' imprisonment.

Detective-Sergeant Kinnear conducted the case for the prosecution.

Around the Courts

COUNTERFEITERS
COMMITTED

Mr. Q. A. A. Macfadyen at the Kowloon Magistracy yesterday committed Chu Wai Shan, 27, Li Fat, 30 and Yeung Kau, 27 to take their trial at the next Criminal Session.

It will be recalled that these men were charged with the possession of moulds for coining purposes. No. 4 Un Chau Street, 3rd floor, was raided by the police on January 8. The first defendant was seen breaking up the moulds when the police forced their entry and the second and third defendants bolted to the second floor.

Originally Mr. M. K. Lo defended the second defendant but receiving no further instructions he withdrew from the case.

Sub-Inspector Cunningham prosecuted.

Before committal yesterday the three defendants made statements from the dock to the effect that they knew nothing about the moulds and denied all responsibility.

SEQUEL TO MOTOR
TRAGEDY

Lorry Driver Charged

The motor tragedy on Island Road on Wednesday afternoon last in which one boy was killed and seven others injured had its sequel before Mr. Schofield at Central Magistracy yesterday when Leung Yim, driver of lorry No. 931, was charged with the manslaughter of Lau Cheuk-so, aged seven years.

Inspector Elston said he had been instructed to ask for a week's formal remand. Most of the witnesses were in hospital, but they would be able to give evidence after a week.

Mr. Peter Sin who appeared for accused said he understood that the Assistant Attorney General was to conduct the prosecution.

His Worship remanded defendant formally for one week.

Charged before Mr. W. Schofield yesterday with loitering, Lam Wing, unemployed, was sentenced to six weeks' hard labour. The defendant was found hiding behind an electric pump on the roof of No. 119 Johnstone Road. He was unable to explain his presence.

THE WEATHER IN
JANUARYMinimum Tempera-
ture 47 Degrees

The mean temperature for the month was 60.0° F. which is 0.2° more than the normal. The maximum temperature recorded was 75.7° on the 9th, and the minimum 47.0° at midnight on the night of the 16th-17th. Cold spells, of no great severity, were experienced from the 15th to the 20th, and from the 28th to the 31st.

The month on the whole was cloudy and humid. Sunshine amounted to only 108 hours, which is 39 hours less than the normal, and there were 9 completely sunless days. The mean relative humidity was 79%, against a normal of 75%.

A maximum wind velocity of 44 m.p.h. was reached on the morning of the 31st. The strong winds during the last two days of the month were due to the formation of a shallow depression over Indo-China while pressure still remained high over the Yangtze Valley.

Although January was abnormally cloudy, there was little rainfall, the total being 1.09 inches against a normal of 1.27 inches. This rainfall was confined to the beginning and end of the month, and no measurable amount was recorded from the 3rd to the 23rd inclusive.

when he forsook leader writing for the Bar.

Sir Herbert Cunliffe (who is two and a half years his friend's senior) worked for a time on his father's paper at Bolton. But he was reading meanwhile for the Bar and was called before he was 20.

Lord Hewart will be 64 next week. Curiously enough, his best man also married for a second time at the same age.

OBITUARY

Death of Mr. T. M.
Mitchell

We regret to record the death which occurred yesterday at the French Hospital of Mr. T. M. Mitchell of the Texas Oil Company.

Mr. Mitchell, who is 36 years of age, had been in indifferent health for some time. He was admitted to the French Hospital on January 16 and his condition gradually became worse and he passed away yesterday morning.

The deceased had been with the Texaco Company for three and a half years. He was formerly a member of the staff of China Light and Power Company.

Much sympathy will be felt for his widow and two children, in the great loss they had sustained. The funeral takes place this afternoon.

BRIDEGROOM AND BEST
MAN

(Special Air Mail Service)

London, Jan. 18.
There is much in common between the Lord Chief Justice and Sir Herbert Cunliffe, who was best man at his wedding.

Both are Lancashire men. Lord Hewart was born at Bury and Sir Herbert Cunliffe at Bolton. Both entered the law by way of journalism. Lord Hewart was 29

POSSESSION OF FORGED
NOTES

Sentence of six months' hard labour was passed on a Chinese named Mok Wai who was arrested in Queen's Road East on January 30, who was convicted of possession of two forged \$50 notes.

Defendant admitted possession of the notes, but said that a man named Wong had asked him to carry them to a shop in Wanchai, and had given him \$2.50 for his trouble. As he was starving he had agreed to carry the notes.

Sergeant Fitches prosecuting, said there was no suggestion of a "plant" at all. The defendant told the police a different story. His statement was to the effect that he had received the notes in Canton, and he wanted to make some money out of them. The defendant kept an opium divan in the Central district.

Defendant stated that Wong was arrested together with him.

Sergeant Fitches said two other men were arrested with defendant, but neither of them was named Wong, and defendant had made no accusation against them to the police. Defendant new that the notes were forged, and had there been a suggestion of a "plant" the police would have gone further into the matter.

For failing to carry a red tail light on his car on January 22 and for failing to produce his driving licence when asked to do so, Mr. L.A.P. Xavier of Messrs. Arnold and Company was fined sums totalling \$7.

At the Kowloon Magistracy yesterday, an unemployed man named Wong Sang was sentenced to nine months' hard labour and twelve strokes of the birch for snatching a handbag from a woman named Leung Wai-chiu at the junction of Jordan and Nathan Roads. The man was arrested by Mr. A. W. Davidson, who chased him in a motor-car.

It Took Me
Months,
BUTI'VE FOUND
the Best at Last!"MALTA" BEER
IS THE FINEST DARK
BEER IN THE COLONY

Analysis in weight.

Extract	...	9.81 %
Phosphates AS. P ₂ O ₅	...	0.08
Proteins	...	0.61 %

An eminent Physician writes:—

It is my conviction that "MALTA" is deserving of the highest commendation. It is specially beneficial in cases of debility and anaemia. It improves the appetite and is very beneficial to the nervous system. It is extremely palatable, etc. Try "MALTA" for a few weeks and see how quickly your own health improves.

GILMAN & CO., LTD.
SOLE AGENTS.Children need
nourishment
to resist
winter ills

It is difficult to keep the little ones free from those troublesome coughs and colds which so often lead to more serious ailments. They need more nourishment than ordinary food supplies to build up their powers of resistance to winter ailments. They need the wonderful nourishment contained in delicious 'Ovaltine.'

Children need no coaxing to take 'Ovaltine'—they love its delicious flavour. The addition of 'Ovaltine' to milk removes the objection many of them have to plain milk. 'Ovaltine' also considerably increases the nutritive value of milk and makes it more easily digestible.

Make sure your children have their 'Ovaltine' every day—for breakfast, after school, before going to bed. They you need not fear the effects of winter upon their health.

'OVALTINE'

unlike imitations does not contain
any household sugar to give it
bulk and to cheapen the cost.
Nor does it contain a large
percentage of cocoa.

OVALTINE
Supreme Tonic Food BeverageA
GALA NIGHT

IN THE

GRILL ROOM
HONG KONG HOTEL

ON

SATURDAY

2nd FEBRUARY, 9 P.M.—2 A.M.

WITH

HARLAN & JANET MILNER
Sensational Dancers.

EXTRA COVER CHARGE \$1.

Early Reservation Suggested. Telephone 30281.

THE HONG KONG & SHANGHAI HOTELS, LTD.

Cerebos Salt

Pleases both the eye and the palate



DR. D. K. SAMY

Tea Party By Varsity

The Hong Kong University Medical Society gave a farewell Tea Party at the Union Assembly Room yesterday to Dr. D. K. Samy, M.D., B.S., L.M., (assistant to the professor of the Obstetrics and Gynaecology of the University), who is leaving the institution to take up private practice.

Prof. L. J. Davis, President of the Medical Society was in the chair and among those present were: Mrs. D. K. Samy, Sir William Hornell (vice-Chancellor), Prof. I. W. Gerrard, Prof. K. H. Digby, Prof. R. H. Tottenham and Dr. D. J. Valentine.

The chairman said that this was a very sad occasion, being a farewell tea party that they had gathered here but fortunately the sadness had somewhat been tempered by Dr. Samy's decision not to leave the Colony although they were going to lose him. They all knew the high qualities and abilities of Dr. Samy as a teacher and he took this opportunity of thanking him for what he had done for the University and at the same time wishing him every success in his new venture.

Being a new-comer to the University, continued Prof. Davis, he was unable to deal fully with Dr. Samy's career during this short period, he had known him to be a very good worker. Prof. Davis then asked Sir William Hornell to speak on Dr. Samy's connection with the University.

Sir William said that Dr. Samy was generally known as "Uncle Sam." He first came into contact with Dr. Samy just as the latter was returning from his triumphant tour in England and America. Apart from the fact that he was a brilliant scholar, Dr. Samy had also been a splendid athlete. He was more or less the backbone of Athletics in the University and in this connection he wished to thank him for all that he had done.

Sir William concluded by wishing Dr. Samy and his wife every success.

Dr. Samy Replies

Dr. Samy replied by thanking the gathering for the honour they had done him and his wife. He said that he first joined the University in 1916 as a "green horn," and was landed in Lugard Hall. The sporting spirit of that Hostel was not as bright as it should be and as soon as he entered it he worked hard in an endeavour to raise the sporting tradition of the Hall.

The first and second years they met with no success whatsoever but in the third year they literally "swiped" all the prizes.

Dr. Samy then went on to recall his happy days in the University after which he thanked Profs. Tottenham, Digby and Gerrard for all they had done for him.

Profs. Tottenham, Digby, Gerrard and Dr. D. J. Valentine then followed with short speeches eulogising the splendid work Dr. Samy had done to the University.

CORRESPONDENCE

[All letters intended for publication must be accompanied by the name and address of the writer, not for publication, unless so desired, but as evidence of good faith.—Ed.]

(To the Editor "Daily Press")

FULL RANGE POSTAL RIFLE MATCH

Sir,—With the warm approval and support of the Dominions, Colonial and Foreign Offices the National Rifle Association has instituted a '303 Full Range Postal Match for teams of 8 British Subjects or British Protected persons resident or stationed in 48 Colonies, Protectorates and Countries of the Empire.

The conditions are similar to those of the "Morning Post" (Junior Kolapore) Match, to compete in which many of them already send Teams to Bisley each year.

The Match may be fired under official supervision, on any day between 1st January and 31st December, and on any range in the competing country; the certified results will be sent to the N.R.A. for adjudication.

A Challenge Cup and Medals will be awarded to the team of the winning Colony or Country. Silver Medals will also be awarded to the Team making the highest aggregate score with the S.M. L.E. rifle, as issued, open sights and without slings.

The attendance of Overseas Teams from British Dominions and Possessions at Bisley's Imperial Meeting has of recent years been most encouraging. Since 1926 no less than 90 teams from 20 different countries in the four Continents have visited Bisley in July to compete with the Mother Country, or with one another for the Senior and Junior Kolapore Prizes. The expenses of sending teams from such remote places as the Falkland Islands, Trinidad, Ceylon and Hong Kong are very heavy and make it impossible to hope for annual visits from every one, but the proposed Match will help to keep inter-country rivalry alive, and it is hoped may lead to an even wider representation of Overseas Teams at Bisley.

I enclose the conditions of the Match, and the National Rifle Association will be very grateful for such publicity as you may be so kind as to afford this Imperial proposal.

20 Teams entered for the Match in 1934.

Yours faithfully,

Major—C. E. ETCHES,

Secretary—N. R. A.

Bisley Camp,
Brookwood,
Surrey,
January 2nd.

KING'S JUBILEE CELEBRATIONS

Issue Of Special Postage Stamps

The following Communique has been received from the Colonial Secretary's Office:—
In connection with the forthcoming celebrations to commemorate the Twenty-fifth Anniversary of His Majesty's Accession, the King has been pleased to approve the issue of a series of special postage stamps for use throughout the Colonial Empire.

The series will comprise four denominations only in uniform design.
It is His Majesty's wish that this issue should be placed on sale on the 8th of May, 1935, and continued in use until the 31st of December, 1935. The sale of the corresponding denominations in the permanent series of stamps in use in each territory is to be discontinued during the currency of the Silver Jubilee issue.

NEW BARRISTER

Mr. Inglis Hosang Admitted

Mr. Inglis Hosang was admitted as a barrister of the Supreme Court yesterday by His Honour the Chief Justice, Mr. A. D. A. MacGregor.

The application was made by the Hon. Mr. C. G. Alabaster, Attorney General, who stated that Mr. Hosang was born in 1897 in British Columbia and was edu-

FATAL RESULT TO QUARREL

U.S. Seaman Killed In Street Fight

The frequent clashes which have recently occurred between Union and non-Union men of the American merchant marine, ended in a tragedy just outside the entrance to the Godown Company's wharves in Kowloon yesterday afternoon, when a seaman from the President Grant, named Bruce Lindberg, was stabbed in the abdomen, allegedly by another American from the same ship, named Alva C. Chown, who was promptly arrested and taken to the Water Police Station. The stabbed man later succumbed to his injuries.

The incident occurred shortly after two o'clock and created a great deal of commotion in the locality.

Full details of the affair are not at present known, but it appears that four men from the liner, including Lindberg, were walking near the wharf when they encountered Chown, a carpenter and painter from the same vessel. A quarrel ensued, during which, it is alleged, Chown, after being attacked, whipped out a jack-knife and stabbed Lindberg in the lower part of the abdomen.

The injured man collapsed on the pavement in great agony, where he lay for a time until, in response to police whistles, a party of police from Tsimshatsui station rushed on to the scene, where they arrested the alleged assailant. Later, the injured man was taken to Kowloon Hospital by ambulance, in a serious condition.

Lindberg however, succumbed to his injuries just before reaching the hospital.

The victim's companions proceeded to the Police Station with the alleged assailant, who is at present under detention.

The accused man, who is aged 42 years, hails from Beloit, Iowa.

"HIAWATHA"

First Performance On March 7

The Hong Kong Philharmonic Society asks us to state that the first performance of "Hiawatha" will take place on Thursday, March 7, not Friday, March 8 as previously announced.

The second performance will be on Saturday, March 9.

GERMAN LINER LAUNCHED

Genoa To Shanghai In 23 Days

Hamburg, Jan. 16.—The 18,000-ton express steamer, *Potsdam*, which is being built in the shipyards of the Blohm and Voss concern for the Hamburg-America line's Far Eastern service, was launched here to-day in the presence of the Burgomasters of Hamburg and Potsdam and numerous other representatives of State and municipal authorities. The new ship, which is 635 feet long and 82 feet wide, will be equipped with turbine engines generating 26,000 h.p. and giving her a speed of 21 knots so that she will make the trip from Genoa to Shanghai in 23 days.

The *Potsdam*, which will accommodate 300 passengers, is of the same type as the two new liners, *Scharnhorst* and *Gneisenau*, which are being built at Bremen for the North German Lloyd line and will also be put in service on the route to the Far East.

Trial Voyage In June

Hamburg, Jan. 17.—The launching ceremony of the *Potsdam*, a new trans-oceanic liner destined for service between Germany and the Far East took place yesterday. The *Potsdam* will make a trial voyage in June of this year, going to Shanghai in 23 days.

cated at the University of British Columbia and the University of California. He was called to the Bar in London last November.

In granting the application, the Chief Justice wished Mr. Hosang success in his career in Hong Kong.

H.K. VOLUNTEER DEFENCE CORPS

(Orders By Lt.-Col. H. B. L. Dowbiggin, O.R.E. Commandant, Hong Kong V.D. Corps)

GENERAL

General Holidays—Chinese New Year
Headquarters will be closed on Monday and Tuesday, February 4 and 5, 1935.

Corps Orders Amendment
Reference Corps Orders No. 4/35 dated 25.1.35.

Paragraph 2, after Orders—Rifle Meeting—for Thursday, January 7, 1935, read Thursday, February 7, 1935.

Paragraph 3—Air Arm is cancelled.

Paragraph 4—General, sub-paragraph 11.—The relinquishment of Lieut. C. de S. Robertson, M.M. as Quartermaster of Machine Gun Battalion is cancelled.

PARADE

Corps 1st Battery
The Battery will fire Part III at Stonecutters Range on Sunday, February 3, 1935.

Rifle, Sling, Belt, Bayonet and Bandolier must be taken.
Launch leaves Queen's Pier at 9 a.m. and calls at Kowloon at 9.10 a.m.

Rifles must be drawn from Headquarters before noon on Saturday. The Battery will parade at Headquarters on Thursday, February 7 at 5.30 p.m. for Gun Drill, Laying and D.R.F. work. If wet there will be a lecture on mechanism.

Corps Engineers
Sunday, February 3, 1935.—Annual Classification at Stonecutters. Dress: Muff but equipment must be worn.

Launch leaves Queen's Pier at 9 a.m. and Kowloon at 9.10 a.m.
Notice.—D. L. Training will take place at Pak Sha Wan on March 15-17 instead of Belchers on March 1-3.

Corps Signals
Musketry Practices will be fired at Stonecutters Range on Sunday, February 3, 1935.

Launch will leave Queen's Pier at 9 a.m. and Kowloon Pier at 9.10 a.m.

There will be no parade on Tuesday, February 5, 1935.

Corps Machine Gun Battalion
M.G. Bn. Dance will be held on Tuesday, March 19 at the Peninsula Hotel at 8.30 p.m. All applications to be made to C.Q.M.S., R.A.E. Edwards c/o Sergeants Mess H.K.V.D. Corps.

SIGNAL SECTION
No. 477, Private J. J. King: the unexpired portion of his leave is cancelled as from 28.1.35.

Wednesday, February 6, 1935.—Unit will parade for instruction in Flag and Buzzer.

Friday, February 8, 1935.—Individual musketry practice. Short lecture on the D.I.I. instrument.

All ranks are advised that a Battalion Dance is to be held at the Peninsula Hotel on Tuesday, March 19. Early reservations will materially assist the Dance Committee.

Lecture on Friday, February 15 on M.G. Signals Part I, Anti-Gas Defence and Friday, February 22, Part II, Anti-Gas Defence.

Lecturer—Lieut. C. de S. Robertson, M.M.

TROOP
No parade on Tuesday, February 5, 1935.

All ranks are reminded that they must fire Rifle Part III at Stonecutters on Sunday, February 10, 1935.

Launch will leave Queen's Pier at 9 a.m. and Kowloon Pier at 9.10 a.m.

Motor Cycle (M.G.) Section
There will be no parade on Monday, February 4, 1935 or Wednesday, February 6, on account of the Chinese New Year holidays.

Next Parade—Monday, 11th at 5.30 p.m. Lecture on Defence against Gas Part I by Lieut. C. de S. Robertson, M.M.

No. 1 (M.G.) Company
Sunday, February 3, 1935.—M.G. Company Rifle Club at Peak Range at 8.30 a.m.—Range Officer—Capt. E. G. Stewart.

Friday, February 8.—Parade at 5.30 p.m. Indirect Firing under Lieut. D. M. Richards. First year men under O.B.M. Terry.

No. 2 (Scottish) Company
The undermentioned qualified as 1st class Gunners on January 27, 1935, and are entitled to wear "M.G." (without wreath) for the Weapon Training Season 1934-1935.

Serjt. J. A. Lindsay.
L/Cpl. A. D. Wylie.
Pte. V. M. East.

Pte. J. B. Sturgeon.
L/Serjt. Stoppard-Thomson.
Pte. W. C. Tillery.
Pte. H. W. Bonner.

No. 3 (Anzac) Company
There will be no parade on Monday, February 4, 1935.

Corps Infantry (Portuguese Company).

There will be no parade on Tuesday, February 5, 1935.

Next parade will be—Tuesday, February 12, at Headquarters for practice in Lewis Gun and Musketry in preparation for firing tests at Stonecutters Range on February 24.

Lecture Room—Allotment

Friday, February 15 and 22, 1935: Machine Gun Battalion, Signal Section for Gas Lecture.

REVERSION

No. 460, B.Q.M.S. H. T. Buxton, Corps 1st Battery, reverts to the rank of Bombadier at his own request with effect from 1.3.35.

PROMOTIONS

With effect from February 1, 1935:
No. 1324 L/Bdr. E. Moses to be Bombadier.

No. 1910 L/Bdr. F. W. Kendall to be Bombadier.
No. 1984 Gunner J. Watson to be Bombadier.

RETURN FROM LEAVE

No. 2182, Pte. E. J. Porter, No. 1 (M.G.) Company as from 25.1.35.

TRANSFER

No. 365, Pte. J. H. Gelling is transferred from Reserve Company to Army Service Corps Cadre with effect from February 1, 1935.

No. 2124, Gunner A. L. Cole is transferred from 1st Battery to Machine Gun Battalion, Signal Section, with effect from February 1, 1935.

LEAVE

No. 1795 L/Cpl. R. A. J. Simpson, No. 2 Platoon, No. 1 (M.G.) Company granted 11 months leave as from 9.2.35 to 21.12.35.

STUCK OFF THE STRENGTH
Permitted to Rejoin by Efficiency Board

No. 1931, Trooper M. Davies, M.G. Troop, as from 1.2.35.

No. 1751, Sapper G. C. F. Crofton, Corps Engineers, as from 1.10.34.

No. 1276, Gunner R. W. H. Maynard, 1st Battery, as from 7.1.35.

No. 2153, Pte. H. A. V. Ribeiro, No. 11 Platoon, Corps Infantry, as from 22.1.35.

STRENGTH

No. 2250, Private E. L. Powell, Sanitary Dept., Corps Engineers, 28.1.35.

No. 2251 Private G. T. May, H.K. Football Association, A.S.C. Cadre, 1.2.35.

(Sd.) P. S. M. WILKINSON, Captain, Adjutant, H.K.V.D. Corps.

AFFILIATED UNITS

Nursing Detachment, H.K.V.D.C.
1.—Enrolment:
Miss E. Allen on January 23, 1935.

Mrs. E. B. Lambert on January 28, 1935.

2.—Lecture:
The fifth lecture in First Aid will be held on Wednesday, February 6, 1935 in the Miniature Range at Volunteer Headquarters at 5.30 p.m.

Lecturer: Lieut. L. T. Ride, M.A., M.R.C.S., L.R.C.P., M.B., B.Ch. (Sd.) M. M. MELLOR, Acting Commandant, Nursing Detachment, H.K.V.D.C.

NOTICE

Sergeants Mess Meeting
A General Meeting of the members of the Mess will be held on Wednesday, February 6, 1935 at 8 p.m.

A full attendance is requested (repeated).

To Let

To let for ten months from March 1, 1935.
A fully furnished modern flat at No. 7 Carnarvon Buildings, Carnarvon Road, Kowloon.

Dining Hall, Drawing Room, Verandah, two Bedrooms, two Kitchens and Servants Quarters. Rent inclusive of Rates and Taxes—\$170 per month.

HELEN WILLS

May Play At Wimbledon This Year

New York.
Mr. Helen Wills Moody, who gave up tennis after her defeat by Miss Helen Jacobs for the United States championship, will probably compete again at Wimbledon this year.

"For eighteen months, I haven't laid hands on a tennis racket," she said to a Daily Express correspondent. "But I am quite sure I shall be able to make a comeback."

"As soon as the warm weather returns I expect to start playing. It will follow a gentle programme of training and if my spring workouts are successful, my heart is set on returning to Wimbledon this year."

"SMITH PREMIER"

TYPEWRITER BARGAINS

MONARCH PORTABLE	\$ 75.00
NOISELESS STANDARD	\$150.00
STANDARD 10	\$175.00
" 12	\$185.00
" 14	\$200.00
" 18	\$225.00
" 20	\$250.00

ALL THE ABOVE MACHINES ARE ABSOLUTELY NEW & CANNOT BE REPLACED AT THESE PRICES.

LIMITED STOCKS IN ALL SIZES.

LANE, CRAWFORD, LTD.

OFFICE EQUIPMENT DEPT.

Phone 28151.

Six Lines.

GRAMOPHONE NIGHTS ARE HERE AGAIN
TAKE A RECORD HOME TO-NIGHT
THE NEW COLUMBIA RECORDS THIS MONTH
CONTAIN MANY 'STAR' SURPRISES FOR YOU

DX589—Pomp and Circumstance... Marches ...
B.B.C. Military Band.
DX596—Comedy Land ... Columbia Light Opera Co.
DX598—Chu Chin Chow... Malcolm McEachern.
DX600—Lullaby Land ... Len Fillis and Novelty Orch.
DX602—If You Were The Only Girl ...
Gibbons and Boy Friends.

The Anderson Music Co., Ltd.

Ice House Street.

Tel. 21323.

DONATIONS

In Memoriam

The Hon. Treasurer of the Society of St. Vincent de Paul acknowledges with gratitude and thanks the receipt of the following donations to the Society's Funds.

In Memory of the Late
Mr. C. M. C. V. Ribeiro
Standard Vacuum Oil Co \$25.00
Foreign Staff Oil Co 78.00
Local Staff Oil Co 17.50
Chinese Staff Oil Co 7.00
Club Lusitano 5.00
Various friends per D. P. J. 12.00
Lopes 4.00
Various friends per P. 4.00
Yvanovich 11.00
Pomeroy 8.00
Various friends per A. A. 8.00
Alves

In Memory of the Late Mrs. Serefinia Costa
Various friends per D. A. 10.20
Various friends per P. 3.00
Yvanovich

In Memory of the Late Mrs. Angelina Baste
Various friends per F. 4.00
Boares
Mrs. E. D. Fletcher 1.00

In Memory of the Late Mr. J. Landolt
Miss M. McGrann 1.00

CHINESE NEW YEAR FESTIVAL

SPECIAL DINNER DANCE
— ON —
LUNAR NEW YEAR'S EVE

3rd

FEBRUARY

TH 2 A.M.

— IN THE —
ROOF GARDEN
HONGKONG HOTEL

DINNER \$5.00 PER PERSON

Early Reservations Suggested

Phone 30281

A Special Night in the Roof Garden during which the Band will play the Latest Song Hits from the "Gay Divorcee"

THE HONGKONG & SHANGHAI HOTELS, LTD.

NEW ADVERTISEMENTS

HONG KONG CRICKET CLUB.

TENNIS TOURNAMENT

ENTRIES closing date has been extended to FEBRUARY 11th, at 6 P.M.
Hongkong, 1st February, 1935.

DIOCESAN SCHOOL OLD BOYS' ASSOCIATION

THE Annual General Meeting and Annual Dinner of the Association will be held in the Chinese Merchants Club—China Building, on February 23rd, 1935, at 7:00 p.m. and 8:00 p.m. respectively.

It is hoped that all Old Boys will be present at both the above.

Tickets can be obtained at the following places:—

B. C. Randall—Benjamin & Potts, Ice House Street.

P. H. Sin—P. H. Sin & Co., 14, Queen's Road C.

W. N. Thomas—Bank of China Building.

J. L. Young—43, Cumberland Road, Kowloon Tong.

Keneth Chan—Gande, Price & Co.

Kwok Chan—Banque de l'Indo-Chine, French Bank Building.

Peter Wong—A. S. Watson & Co., Alexandra Building.

Wong Sik Chung—H. K. & Kowloon Wharf & Godown Co.

Dr. Arthur Woo—China Building.

T. S. W. Chan—Diocesan Boys' School.

(Signed) T. S. W. CHAN.

Hon. Secretary.

IN THE SUPREME COURT OF HONG KONG.

PROBATE JURISDICTION.

IN THE Goods of GREGORIO TOLentino, Late of MANILA in the Philippine Islands Gentleman, Deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of the Probates Ordinance 1897, made an order limiting the time for Creditors and others to send in their claims against the above estate to the 28th day of FEBRUARY, 1935.

All Creditors and others are accordingly hereby required to send their claims to the undersigned on or before that date.

Dated the 31st day of January, 1935.

JOHNSON, STOKES & MASTER,

Solicitors for the Executors,

Princes Building,

Ice House Street,

Hong Kong.

[3224]

IN THE SUPREME COURT OF HONG KONG.

PROBATE JURISDICTION.

IN THE Goods of WILLIAM POPE, Late of 11, Ice House Street and the ROYAL NAVAL DOCKYARD, VICTORIA, in the Colony of HONGKONG, CHARGEMAN of SHIP FITTERS, Deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of the Provisions of Section 58 of Ordinance No. 2 of 1897, made an order limiting the time for Creditors and others to send in their claims against the above estate to the 2nd MARCH, 1935.

All Creditors and others are accordingly hereby required to send their claims to the undersigned on or before that date.

Dated the 31st day of January, 1935.

DFACONS,

Solicitors for the Administratrix,

1, Des Voeux Road, Central,

Hong Kong.

[3232]

NOTICE.

THE Public are hereby notified that on and from Friday February 1st, 1935, the Motor Coach which leaves Kowloon daily at 2.25 p.m. for Shum Chun and departs Shum Chun daily at 7.15 p.m. for Kowloon, will run on Saturdays, Sundays and Public Holidays only.

R. D. WALKER,

Manager and Chief Engineer,

Kowloon-Canton Railway.

29/1/35. [3208]

ADVERTISEMENTS.

NOTICE.

HONG KONG WATER SUPPLY.

It is hereby notified that a constant supply of water will be given in all districts on the 2nd, 3rd and 4th February, in connection with the Chinese New Year Festival.

R. M. HENDERSON,

Water Authority.

PUBLIC WORKS DEPARTMENT,

Hong Kong, 30th January, 1935.

[3218]

BANK HOLIDAYS

IN Accordance with Government Ordinance. The EXCHANGE BANKS will be CLOSED for the TRANSACTION of PUBLIC BUSINESS on MONDAY and TUESDAY, 4th and 5th FEBRUARY, 1935. (China New Year Holidays).

Hong Kong, 31st January, 1935.

[3216]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ordinary Yearly Meeting of the Shareholders in this Corporation will be held in the Board Room of Messrs. Jardine, Matheson & Co., Ltd., 18, Pedder Street, Hong Kong, on Saturday, the 23rd February, 1935, at 11.30 a.m. for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts for the year ending 31st December, 1934.

The Register of Shares of the Corporation will be closed from Monday, the 11th February, to Saturday, the 23rd February, 1935, (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,

V. M. GRAYBURN,

Chief Manager.

Hong Kong, 1st February, 1935.

[3217]

THE CHINA LIGHT AND POWER CO. (1918) LTD.

NOTICE is hereby given that the electricity supply to the New Territories will be interrupted at the times given below on Sunday, 3/2/35, for the purpose of carrying out essential maintenance on the main transmission line:—

7.00 a.m.—TSUN WAN, SHAN TUNG, KAM TIN, YUEN LOONG and CASTLE PEAK.

8.30 a.m.—SHATIN, TAIPO, FANLING, SHEUNG SHUI, KWANTIA and SIA TAU KOK.

Supply will be restored before dusk.

[3218]

HONGKONG TRAMWAYS LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY GENERAL MEETING OF HONGKONG TRAMWAYS LIMITED will be held at the offices of Messrs. Jardine, Matheson & Co., Ltd., Hong Kong, on THURSDAY, the 21st day of February, 1935, at 12 o'clock NOON, to transact the ordinary business of the Company.

AND NOTICE IS HEREBY ALSO GIVEN that the REGISTER OF MEMBERS of the Company will be CLOSED from WEDNESDAY, the 6th to THURSDAY, the 21st February, 1935, both days inclusive.

By Order of the Board,

W. F. SIMMONS,

Secretary.

[3197]

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN THAT THE THIRTY-SEVENTH ORDINARY YEARLY MEETING OF THIS COMPANY will be held at the Office Messrs. Jardine, Matheson & Co., Ltd., on Tuesday, the 12th February, 1935, AT NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ended 31st December, 1934.

The Register of Shares of the Company will be CLOSED from Monday, the 4th February, 1935, to Tuesday, the 12th February, 1935, both days inclusive.

By Order of the Board of Directors,

F. H. ORAPNELL,

Secretary.

Hong Kong, 26th January, 1935.

[3198]

ADVERTISEMENTS.

NOTICE.

HONG KONG FOOTBALL ASSOCIATION.

OWING to the unavoidable change of dates of the Interport Football Matches, holders of tickets for the Matches originally arranged will have the option of retaining them for the corresponding amended matches or having their cash refunded on application to the booking office from which they purchased their tickets.

Refunds may be obtained up till Noon on Saturday, February 2nd.

The re-arranged fixtures are:—

SHANGHAI v. HONGKONG

Monday, February, 4th.

SHANGHAI v. CHINESE

Tuesday, February, 5th.

SHANGHAI v. SERVICES

Thursday, February 7th.

G. T. MAY,

Honorary Secretary.

[3213]



Mothers! CUTICURA SOAP Used Daily Protects the Skin and Keeps it Healthy

EVERY member of the family should use Cuticura Soap regularly.

Sample each Soap, Ointment and Talcum on receipt of 25 cts. Address: Moller & Phipps (Canada) Ltd., P.O. Box 25, Hong Kong.

Sold Throughout the World

ENGAGEMENT

BLAND-DAVIDSON-The engagement is announced between Christopher, elder son of the late Capt. A. E. Bland and Mrs. Bland, of Sutton, Surrey, and Winifred, Elizabeth, eldest daughter of Mr. and Mrs. H. W. Davidson, of Keljo, Korea.

BIRTHS

JAMIESON.—On January 22, 1935, at Faber Krankenhaus, Tsing-tao, to Mr. and Mrs. J. Jamieson, a daughter. Both well.

PAYNE.—On January 26, 1935, at the Country Hospital, Shanghai, to Mr. and Mrs. A. J. Payne, a daughter.

DEATH

MITCHELL.—Thomas Mordy Mitchell, at the French Hospital, February 1. Funeral will pass the Monument at 4.00 p.m. to-day.

ERRATIC CAREER OF A TORPEDO

[Special to the "Hong Kong Daily Press" (Copyright).]

Paris, Jan. 31.

An error which would prove disastrous under active service conditions was made by gunners of the French torpedo boat "Ouragan" during target practice off Brest. The crew of one of the torpedo tubes made a false adjustment to the mechanism with the result that the torpedo, after describing a graceful curve, landed with a heavy thud in the stern of the ship, making a large hole in which it stuck. All watertight doors were immediately closed and the damaged ship was able to proceed to Brest where she was Transocean Kuo Min.

WESTERN AUSTRALIA'S SECESSION

London, Jan. 31.

The House of Lords this evening agreed to a motion moved by Lord Hallisham to appoint a committee of both Houses "to consider the petition of the State of Western Australia for a Bill to effectuate the withdrawal of the people of Western Australia from the Federal Commonwealth of Australia, and to consider whether the same is proper to be received."

Lord Hallisham said the Commonwealth of Australia and the State of Western Australia both desired to be heard on these grave issues.

British Wireless.

Editorial and Business Office: 11 Ice House Street. Tel. 50261.
Night Editor (Wanchai Office): Tel. 24211.
London Office: 33, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, FEBRUARY 2, 1935.

BRITISH TRADE STILL

The figures of Great Britain's overseas trade for 1934 tell a gratifying tale of substantial improvement. Imports, which include raw materials, are up by over £57,000,000, exports by £28,000,000 and re-exports by £2,000,000. The exports are the highest since 1930, and the imports since 1931. Previous to the latter year imports had been rising fast, while exports were falling precipitously. The former tendency was summarily checked by the measures taken by the National Government, even while the export trade was still being battered by the general economic blizzard and by the frantic efforts of economic nationalism everywhere to sell without buying. Great Britain is once more doing the largest export trade in the world, but she has a long way to go to get back to the peak figures, which some think will never be reached again.

More than half the total increase in imports of £57,000,000 is in raw materials, the rises both in wood and in rubber being over £9,000,000. In Britain's exports machinery, iron and steel, woollen and worsted yarns, and vehicles take the lead. Of cottons the best that can be said is that the outgoing trade was slightly better than last year, but nearly £4,000,000 worse than in 1932, which was a very bad year. Considering the severe restraints placed on international trade the general figures of the year are relatively good, and are certainly better than those of Britain's trade rivals. Most of Britain's increased business has been with the Dominions, especially with India and South Africa. The Ottawa Agreements have not achieved all that British manufacturers hoped from them, but inter-imperial trade would have been much less without them, and Mr. Runciman's series of commercial agreements also find their justification in these tables.

Whether the International Shipping Conference, which is to be held in the spring, will achieve any marked improvement remains to be seen. The preliminary conference which has assembled in London set up a committee to draft a rationalisation scheme with the object of eliminating the mass of redundant shipping which prevents freights from improving. Their proceedings will be closely watched for the first signs of joint action among countries which all have idle ships languishing for want of remunerative cargoes.

SINCERITY OF JAPAN

Soviet Expresses Doubt

Moscow, January 31.

The repeated refusal of Japan to enter into a pact of non-aggression with Russia casts a serious reflection upon the sincerity of the Japanese desire to establish friendly relations, declared M. Molotov, in a final speech to the delegates of the All-Union Soviet Congress.

M. Molotov rejected the feasibility of establishing a demilitarised zone on the Manchukuo-Russian boundary as advocated by Mr. Koki Hirota, the Japanese Foreign Minister, and drew attention to the fact that Japan had violated the Portsmouth Treaty guaranteeing the sovereign rights of China over Manchuria.

MONGOL INVADERS DRIVEN OUT

Changchun, Feb. 1. The Kwantung Army announces that all the Mongol invaders were driven out yesterday evening and tension has been dispelled.

ECONOMIC CONFERENCE PROPOSAL

To Discuss Plans For Trade Stimulation

Washington, Jan. 31. The proposal that the United States should "father" a World Economic Conference to discuss plans for the stimulation of trade, was made by Mr. Cordell Hull, Secretary of State, when he spoke to the Agricultural Committee of the Senate to-day.

He advocated a gathering of all interested nations at a conference, the object of which would be the reduction of trade barriers, and the promotion of inter-change of commodities.

JAPANESE SUPPORT

Tokyo, Feb. 1. Mr. Cordell Hull's proposal to the Senate that a new World Economic Conference be convened

for discussing the stimulation of international trade has been favourably received in official circles here. A Foreign Office spokesman said he had received no official information regarding the proposal and Japan will define her attitude when an official invitation is received. The spokesman added that, if it is to promote international trade it is in accordance with Japan's desire.

The Vice-minister of Finance, Mr. Trushima, who formerly was Financial Commissioner in London and Paris, told newspapermen that Japan should have nothing to object to in Mr. Hull's proposal for a new World Economic Conference which was a good idea in itself.

FRENCH VISIT TO LONDON

Cordial Send Off In Paris

[Special to the "Hong Kong Daily Press" (Copyright).]

Paris, Jan. 31.

M. Flandin and M. Laval who left for London on Thursday noon were given a cordial send-off, the entire cabinet as well as the British Ambassador, Sir George Clerk, and many other prominent personalities having assembled at the station to bid the ministers bon voyage.

The ministers are expected to return from London on Monday, a Cabinet Council having already been called for Tuesday when they will report on the results of their London discussions.

LONDON WELCOME

[Special to the "Hong Kong Daily Press" (Copyright).]

London, Jan. 31.

M. Flandin and M. Laval arrived in London shortly after 7.30 on Thursday evening where they were met at the station by Mr. Ramsay MacDonald, Sir John Simon, Lord Privy Seal Eden, and other members of the Government, after having first been welcomed at Dover by the French Ambassador, M. Corbin.

Official quarters term the alleged basis for the forthcoming discussions published on Thursday by the "Times" as "incorrect and unauthoritative," but nevertheless the rumour persists in political circles that the broad lines of the agreement have already been reached in the preliminary conversations held in Paris and that these resulted in very considerable concessions by Great Britain to the French standpoint.

LONDON MARKET REVIVES

Commodity Fears Dispelled

London, January 31.

Commodities to-day were more cheerful, owing to the abatement of fears regarding the pepper settlement of February 8.

The chief buyer of pepper recently has been a firm which is reportedly acting for a group interested in pepper and shellac, as well as copper and other commodities. It is rumoured that this firm's capital has been increased by £485,000 and also that its members are responsible for the recent large sales of copper, in which over £250,000 changed hands.

It is known, furthermore, that this firm has disposed of its surplus supplies of shellac.

In view of the reported augmentation of its resources and the possibility of its obtaining outside assistance when the February commitments fall due, brokers are taking a more optimistic view of the situation and are not apprehensive of a break in the market caused by sudden unloading.

NEWS SUMMARY

H. M. the King has been pleased to approve the issue of a series of special postage stamps to commemorate the 25th anniversary of his reign. Page 7.

The entries and weights are published for the next meeting of the Fanling Hunt and Race Club to be held on February 2. Page 10.

Mr. Inglis Hosang was admitted as a barrister of the Supreme Court yesterday by the Chief Justice. Page 7.

Mr. Wynne Jones the magistrate commended seven Boy Scouts yesterday for effecting the arrest of a bag snatcher, who was sentenced to four months' hard labour. Page 6.

A farewell tea party was given in honour of Dr. D. K. Samy by the Medical Society of the University yesterday. Dr. Samy is setting up in private practice. Page 7.

The Shanghai Ladies' hockey team arrived yesterday by the Tatsuta Maru and were met by the H.K. Ladies Hockey Association. Page 10.

As a result of a fight in the street yesterday an American seaman died from the result of a stab wound. Page 6.

The driver of the lorry which was involved in the tragic motor accident on Island Road was charged before the Magistrate yesterday with manslaughter. Page 6.

For being in possession of two forged \$50 notes a sentence of six months' hard labour was imposed on a Chinese. Page 6.

Three men were committed to stand their trial at the next Criminal sessions for being in possession of a mould for making counterfeit coins. Page 6.

her adhesion to the pact conditional on its participation also by England and Switzerland, were however, denied in informed quarters where it is pointed out that there could be no question of making any such reservations and demands or even suggestions at the present stage of discussions.

Transocean Kuo Min

As from Wednesday next, February 6, all districts in Kowloon and New Kowloon are to be placed under water restrictions. The hours of supply will be from 8 a.m. to 11 a.m. and 4 p.m. to 9 p.m.

The Rev. J. H. Robinson and Dr. Fish, two missionaries from Kweichow Province spoke yesterday at the Island Wang's Preaching Hall, 12 St. Stephen's Lane, Bonham Road. There was a large attendance.

The record of rainfall during January recorded at the Botanic Gardens totalled 1.37 inches. Rain fell on six days of the month: 1st, 0.1 in, 2nd, .34 in, 25th, .29 in, 26th, .29 in, 27th, .33 in, and 31st, .11 in.

The new building of the Bank of Canton, 52 Ningpo Road, Shanghai, will be officially opened on Tuesday.

A new club is now in process of formation in Hankow under the name of the Hankow International Bridge Club. The purpose of the club will be to have regular weekly meetings and to inaugurate tournaments and duplicate competitions.

The Grill Room of the Astor House Hotel, Shanghai, has been engaged for the Shanghai Rugby Union Football Club "Interport" Ball and Supper which is taking place tonight.

Banks which have closed for liquidation will be denied the privilege of issuing banknotes even when they have secured permission from the Ministry of Finance to reopen, according to a suggestion to be submitted to the Executive Yuan for approval by the Finance Ministry. The same rule, if approved, will be applied to the banks which although their applications for issuing banknotes

were granted by the former Finance Ministry, have up to the promulgation of the new rule not yet started to issue their notes.

During the week-end the Head Office of the Bank of China moved to the premises which it will occupy at 50 Hankow Road during the time of the important rebuilding operations for that bank. The Shanghai Branch of the Bank will move to Hankow Road during the forthcoming Lunar New Year Holiday. The task of moving so large a business undertaking is of course, formidable and has called for the exercise of exceptional qualities of detailed organization. So admirably did the Bank's staff meet the call on its powers that the Head Office's move was reported yesterday to have been smoothly accomplished to the uttermost item of furniture and desk equipment. When the Bank's new offices are finished, the Bund will be adorned by a magnificent structure which will extend as far back as to Yuen Ming Yuen Road.

The annual General Meeting and Annual Dinner of the Diocesan School Old Boys' Association will be held in the Chinese Merchants Club, China Building on February 23, at 7:00 p.m. and 8:00 p.m. respectively.

Dr. F. L. H. Pott, for 45 years President of the St. John's University, Shanghai, where many of the present day statesmen, diplomats and well-known doctors and merchants in China have been students, will give an address at the Union Assembly Hall, Hong Kong University, on Tuesday, 5th February, 1935, at 8 p.m.

Dr. Pott will meet his friends and old students this morning at 10 a.m. at the Hong Kong Hotel.

There was a clean bill of health for the 24 hours ended January 31.

Transocean Kuo Min

As from Wednesday next, February 6, all districts in Kowloon and New Kowloon are to be placed under water restrictions. The hours of supply will be from 8 a.m. to 11 a.m. and 4 p.m. to 9 p.m.

The Rev. J. H. Robinson and Dr. Fish, two missionaries from Kweichow Province spoke yesterday at the Island Wang's Preaching Hall, 12 St. Stephen's Lane, Bonham Road. There was a large attendance.

The record of rainfall during January recorded at the Botanic Gardens totalled 1.37 inches. Rain fell on six days of the month: 1st, 0.1 in, 2nd, .34 in, 25th, .29 in, 26th, .29 in, 27th, .33 in, and 31st, .11 in.

The new building of the Bank of Canton, 52 Ningpo Road, Shanghai, will be officially opened on Tuesday.

A new club is now in process of formation in Hankow under the name of the Hankow International Bridge Club. The purpose of the club will be to have regular weekly meetings and to inaugurate tournaments and duplicate competitions.

The Grill Room of the Astor House Hotel, Shanghai, has been engaged for the Shanghai Rugby Union Football Club "Interport" Ball and Supper which is taking place tonight.

Banks which have closed for liquidation will be denied the privilege of issuing banknotes even when they have secured permission from the Ministry of Finance to reopen, according to a suggestion to be submitted to the Executive Yuan for approval by the Finance Ministry. The same rule, if approved, will be applied to the banks which although their applications for issuing banknotes

were granted by the former Finance Ministry, have up to the promulgation of the new rule not yet started to issue their notes.

During the week-end the Head Office of the Bank of China moved to the premises which it will occupy at 50 Hankow Road during the time of the important rebuilding operations for that bank. The Shanghai Branch of the Bank will move to Hankow Road during the forthcoming Lunar New Year Holiday. The task of moving so large a business undertaking is of course, formidable and has called for the exercise of exceptional qualities of detailed organization. So admirably did the Bank's staff meet the call on its powers that the Head Office's move was reported yesterday to have been smoothly accomplished to the uttermost item of furniture and desk equipment. When the Bank's new offices are finished, the Bund will be adorned by a magnificent structure which will extend as far back as to Yuen Ming Yuen Road.

The annual General Meeting and Annual Dinner of the Diocesan School Old Boys' Association will be held in the Chinese Merchants Club, China Building on February 23, at 7:00 p.m. and 8:00 p.m. respectively.

Dr. F. L. H. Pott, for 45 years President of the St. John's University, Shanghai, where many of the present day statesmen, diplomats and well-known doctors and merchants in China have been students, will give an address at the Union Assembly Hall, Hong Kong University, on Tuesday, 5th February, 1935,

TRADE REVIEW SUPPLEMENT

Hongkong Daily Press.

ESTABLISHED 1857

SATURDAY, FEBRUARY 2, 1935

Registered as a Newspaper at the General Post Office in the United Kingdom.

MAKE THE
A.A.U.
YOUR INSURER

AMERICAN ASIATIC UNDERWRITERS

HEAD OFFICE:
17, THE BUND
SHANGHAI



BRANCHES IN
14, PRINCIPAL CITIES
OF THE FAR EAST

"Policy contracts are fair and liberal and contain many attractive provisions individual to that Company. The Company is making excellent progress and is under able and intelligent management. It bears a reputation for paying all just claims promptly and fairly. Handsome dividends have resulted in a low net cost of insurance. The Company is in a very prosperous condition."

Organized in 1921 the Company has made steady progress and enjoys a healthy growth.

POLICYHOLDERS' RATING
JANUARY 1st, 1935,
"A + (EXCELLENT)"

From: "Dunn's Insurance Reports," the oldest American life insurance statistical publishing firm.

ASIA LIFE INSURANCE CO.
UNDER AMERICAN CHARTER

Telephone 30234

ASIA LIFE BUILDING HONG KONG

TRADE REVIEW OF 1934

COMPREHENSIVE SURVEY OF LOCAL BUSINESS SITUATION

The depression in South China and therefore in Hong Kong has been the most noticeable factor in trade during the past year. An unfavourable balance of trade in the South of China as yet unrelieved by improved remittances from Chinese emigrants abroad has resulted in decreased purchasing power. The general situation has resulted in decreased revenue to the Province of Kwangtung a partial result of which has been efforts to increase taxation in that Province. It is, of course, most unfortunate that this sequence of events should obtain as increased taxation, according to the law of diminishing returns, brings in its wake a decrease in trade. The vicious circle is thus completed and the problem is to know how it may be broken. If the Chinese Government were with one bold stroke to abolish taxation on exports some improvement in the carriage abroad of China products might be expected. The increase in exports would help to pay for imports and thus the wheel would commence to turn in the reverse direction.

SECURITY THE KEYNOTE

Another means of evening up the trade situation would be by the contraction by China of foreign loans for industrial purposes. This would also be of ultimate economic benefit to the country. Security, however, is the principal factor and so long as China appears to be unwilling to afford full and complete security to foreign enterprise in China so long will it be impossible to attract foreign capital. Another suggestion has been made, that of prohibiting the importation into China of certain foodstuffs. If there was any possibility in the near future of China producing her own requirements in foodstuffs this might not be a bad move. As things are, however, prohibition of imports of foodstuffs will merely add to the hardships of the poor people without much increasing production. To increase production intensive agriculture on modern lines will be necessary and there is as yet but little organization through which this can be effected. Improvement in this direction will therefore be slow.

Commission Sitting

This question of Hong Kong's depression is now receiving the serious attention of an Economic Commission appointed by H.E. The Governor, whose report it is hoped will shortly be forthcoming. While this will be read with great interest, however, we must remember that the efforts of this Commission cannot alter external influences and that the prosperity of Hong Kong depends greatly on outside factors.

Nationalistic Spirit

An appreciation of the trade position of Hong Kong involves consideration of world wide trade. We must remember that world trade has decreased during the last few years and that nearly every country in the world has adopted a policy of closely conserving its own resources, developing its own products and industries, and as far as possible excluding those of other countries. Such policy carried to its logical conclusion would mean the destruction of a very considerable volume of international trade. It is therefore conceivable that this economic nationalistic spirit will greatly be modified in the next few years probably by series of agreements between countries or multilateral trade agreements. As with increase in rapidity of communications it does not appear sane that countries will want to revert to the dark ages or must international trade again become a world occupation. In the meantime the free port of Hong Kong is in an unenviable position. It is indeed an oasis of free trade surrounded by deserts of tariff protection. The difference between Hong Kong and the geographical simile is however that for the time being the oasis flourishes little or no better than the deserts.

A Wrong Impression

In considering the trade and commerce of Hong Kong many are prone to think that much can be done by Hong Kong itself to improve the position. That this is erroneous can readily be seen when we realize that not more than one-tenth of the imports are con-

sumed in Hong Kong and certainly not more than one-tenth of the exports are Hong Kong produce. Hong Kong is, therefore, a passage for trade and that passage is controlled at the two ends by factors over which Hong Kong has no control. At one end is mainly China, the economic development of which, though of great potential value, is only just beginning. While at the other end are all the countries of the world trading with China. It is pleasant to note with regard to the latter that there is a slight turn of the wheel towards prosperity. Particularly is this noticeable with regard to the United Kingdom. There are two occasions in the year when the British people, through the person of the Chancellor of the Exchequer, take stock of their financial and commercial position. The first and greater occasion is the day on which the Budget is presented by the Chancellor to the House of Commons. This is in the spring of the year. Later, at the beginning of autumn, the Chancellor is the chief guest at an annual dinner given at the Mansion House by the Lord Mayor, at which it is customary for all the heads of the great British banks to be present, headed by that redoubtable figure, the Governor of the Bank of England.

The Position in Britain

Perhaps the latter event allows of a more dispassionate review of British trade. No new taxes are proposed or remitted, and no political motives detract from the objective presentation of the case. For this reason Mr. Neville Chamberlain's recent observations on British trade at the dinner at the Mansion House have a peculiar value, and a summary of certain of his remarks is given here.

The speaker began by pointing out that any calculations as to the state of trade based on returns of revenue which are from time to time published are almost certain to be fallacious. The bulk of the inland revenue comes in the first quarter of the year, and until then even Treasury experts can prophesy with any accuracy what the outcome of the year may be. But, added the speaker, there are available some figures relating to trade which show what the movement is. These Mr. Chamberlain proceeded to give and they are quoted here.

Taking the figures for production by British industries, the speaker remarked that it was certainly satisfactory to observe that in nearly all cases they showed a marked advance as compared with similar figures for last year. Take, he said, those for the second quarter of the year. In the case of textiles—not generally considered one of Great Britain's most prosperous industries—the index of production is now 91, as against 88 last year. For chemicals it is 109 against 97; for iron and steel 104 against 78; and non-ferrous metals 142 against 104. Railway receipts have advanced, not spectacularly but appreciably. As to shipbuilding, the tonnage under construction has doubled, and at the same time the volume of shipping laid up has been halved.

Turning to building plans, always a good indication of a country's prosperity or otherwise, Mr.

Chamberlain said that the value of those approved during the first months of this year was £38,500,000, against £49,000,000, and only £37,000,000 the year before. This figure is of particular importance because there are so many ancillary industries dependent upon the building trade and because it gives so large an amount of employment. Lastly, the speaker took the index of retail trade, which he explained was less sensitive than the production index and always lags behind it. In August this year the index showed an advance of 5 per cent over the same month of last year. This indicated that the general improvement in the condition of industry is now beginning to affect the purchasing power of the British people.

Encouraging Picture

Taken as a whole, Mr. Chamberlain thought that the picture presented by these figures is definitely encouraging. The figures pointed to this—that the improvement in trade has been carried farther than one might expect if one confines one's attention to those figures which bulk most largely in the public mind—namely, the figures of unemployment. These latter figures were affected by the increase in the population and the ever-increasing progress in the mechanization of industry with its consequent displacement of labour. This latter aspect Mr. Chamberlain characterized as one of the most disconcerting in modern industrial life. It may be added that a subsequent speaker, namely, the Governor of the Bank of England, drew the company's attention to the fact that unemployment in Great Britain has been reduced to something like one-quarter in the last year or two.

In his concluding remarks Mr. Chamberlain observed that the noted improvement was mainly in the home trade. Nevertheless, during the first eight months of 1934 British exports exceeded the value of those in the corresponding period of last year by more than £20,000,000. Since this speech the Board of Trade statistics have been issued showing that this improvement continued in the ninth month, i.e. September. British exports in that month scoring the highest total for any month of this year.

China

As regards China, that country would appear to be at the beginning of a new phase of development which will deserve all encouragement and assistance. It is to be hoped that vigorous action will be taken by the Chinese authorities to cut down all the overwhelming unproductive expenses and to concentrate on productive development and the decrease of taxation. Machinery and equipment will be more and more required. It is therefore, in the best interests of China to cut down duties and charges on production and export to a minimum in order that goods may be sent abroad to pay for the means of development. There is but little doubt that high tariffs not only tend to produce low revenue and an increase in smuggling, but that they also stifle trade.

SPECIALIZING CATERERS
FOR ALL OCCASIONS
SELECTIVE ENTERTAINMENT
FACILITIES

FOR
BANQUETS
ANNUAL DINNERS
RECEPTIONS
ASSOCIATION FUNCTIONS
LUNCHEONS
TEA PARTIES
BALLS
DINNER DANCES
ETC.

Distinctive Supervision

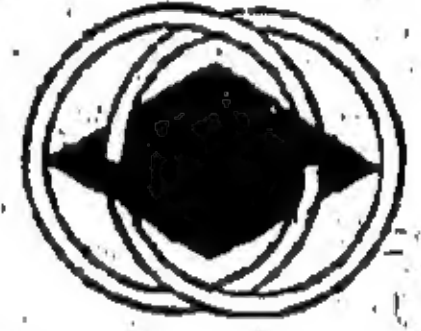
ENQUIRIES:

HONGKONG HOTEL
PENINSULA HOTEL
REPULSE BAY HOTEL

Phone 30281
Phone 58081
Phone 27775

THE HONGKONG & SHANGHAI HOTELS, LTD.

THE KAILAN MINING ADMINISTRATION



KAIPING COAL

Well known throughout the East for STEAM RAISING, FORGING, SHIPS BUNKERS and all industrial purposes.

KAIPING COKE

Competes with best quality ENGLISH COKE for FOUNDRY, SMELTING, etc.

FIREBRICKS AND FIRECLAY

Highest grade square, arch and cupola.

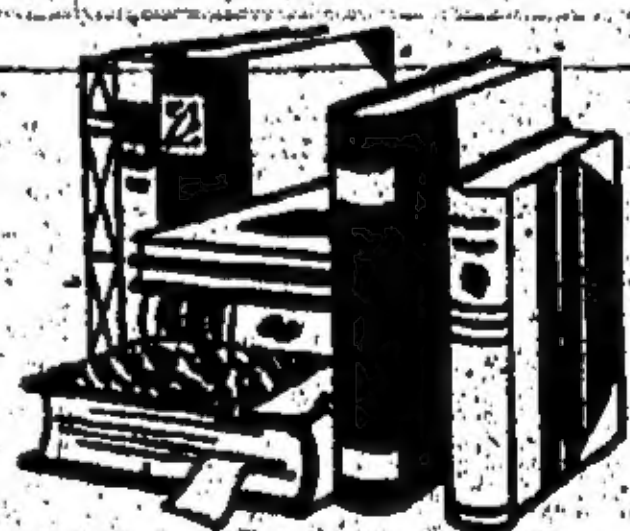
YAO HUA WINDOW GLASS

STEAMSHIP SERVICE

Direct sailings to CHINWANGTAO.

For further particulars, apply to:

DODWELL & Co., Ltd.
Agents



Good Printing
will get your
Sales Message
across faster—

in a way that it will stick!

Phone or Write direct to:—

HONGKONG DAILY PRESS

Specializes in Printing

Scientific Journals, Missionaries'

Tracts and Reviews.

All kinds of JOB printing,

Book-binding and Stationery

undertaken

At Moderate Prices.

Please call at the Printer's Office at 11, Lo Houk Street (Tel. 30251) and not the Middlemen for Estimates.

How Your Money Is Invested

HAVE you ever asked
"What does a Savings
Bank do with my money?"

Here is the answer: It invests in a restricted group of the soundest securities which include Public Utilities, Debentures, and First Mortgages.

In this way a Savings Bank assures its depositors the fullest measure of safety for their funds.

Underwriters Savings Bank
FOR THE FAR EAST INCORPORATED

ASIA LIFE BLDG. - HONG KONG - TELEPHONE 30234

商美
友邦
銀行

RAW SUGAR MARKET

Export Trade From Hong Kong Limited

The past year has been no kinder to the Sugar industry than the previous three years, and world's prices have steadily declined.

At the end of last year the prohibitive duties on foreign Sugar were interfering with the Hong Kong trade as most of the Sugar imported for the open market finds its way to South China and the export trade was mostly in the hands of smugglers.

At the beginning of the year under review the Kwangtung Provincial Government declared Sugar a Government monopoly and took over the entire distribution of Sugar in that Province. Work was immediately started on the erection of Sugar factories, and there are now four mills, three of which are completed and the other well on the way. During the time the Centrals were building, the Provincial Government imported large quantities of Java Sugars for sale throughout the Province, such Sugar being bought through the regular channels in Hong Kong.

During the last few days of the year milling of Cane was actually started in one of the factories and it is reported that there are large quantities of Cane available, as at the price offered by the Monopoly, selling Cane is a more attractive proposition to the farmer than producing native Sugar in the old bullock-power plants.

Smuggling Checked

The formation of the Monopoly undoubtedly checked the smuggling.

The present high rates of duties on Sugar into China came into effect on 1st April 1932 and it is interesting to compare the official export figures for Raw White Sugar before and after that date:

Year	SHIPMENTS OF RAW WHITE SUGAR TO		
	China	Macao	Kwangchow
1931	1,435,144	268,415	227,389
1932	843,160	447,987	239,890
1933	242,356	580,421	209,315
1934 (estimated)	550,000	250,000	130,000

giling to a great extent, thereby putting money into the Provincial Treasury instead of the smugglers' pockets, and providing the wherewithal to pay for the mills, without diverting trade from the Colony. Since the Monopoly started, the shipments of Raw White Sugar (the grade chiefly carried by smugglers) to Macao have fallen off, considerably whereas shipments to Canton have increased.

The actual distribution of Sugar was only taken over by the Monopoly in May and for the first four months of 1934 the total shipments of Raw White Sugar from Hong Kong to China amounted to only 35,881 piculs.

At the close of the year the Raw Sugar Market was very depressed and buying consisted only of small nearby parcels. There are rumours that American Granulated Sugar is being brought to Hong Kong, and that a large quantity of Cuban Browns is being transferred here from Shanghai and, as both lots are intended for the open market, lower prices are expected all round.

The actual imports of Raw Sugar into Hong Kong during 1934 average about the same as the previous year.

Prices in the open market have declined as under, viz:—

	Jan. 1934	Dec. 1934
Raw Whites	\$5.75	\$4.05
Raw Browns	\$5.45	\$3.80

HONG KONG'S COMMERCE

December Figures

Figures for the month of December, 1934 show that imports of merchandise into the Colony amounted to a declared value of \$38.3 millions (\$32.2 millions), as compared with \$36.8 millions (\$26.6 millions) in December of 1933; an increase in terms of local currency of 4.1%.

Exports of merchandise totalled \$28.4 millions (\$24.4 millions), as compared with \$28.0 millions (\$22.0 millions); an increase in terms of local currency of 1.5%.

COMMODITY FIGURES
The total values by main groups of commodities with the figures for December, 1933 in brackets are given below:—

	Imports	Exports
Animals, Live	982,055 (1,016,000)	23,293 (24,723)
Building Materials	552,823 (572,774)	290,092 (311,081)
Chemicals & Drugs	524,118 (429,114)	328,422 (216,769)
Chinese Medicines	1,785,838 (2,317,126)	790,804 (864,978)
Dyeing Materials	283,910 (240,876)	247,012 (273,629)
Foodstuffs	9,619,392 (9,218,078)	8,281,117 (9,258,850)
Fuels	1,099,431 (1,176,828)	76,005 (84,818)
Hardware	249,681 (226,347)	161,735 (140,099)
Liquors	238,592 (257,129)	57,095 (105,444)
Machinery & Engines	682,761 (474,350)	620,825 (100,483)
Manures	120,530 (508,540)	162,769 (91,583)
Metals	4,390,809 (3,777,218)	3,374,809 (2,756,572)
Minerals & Ores	407,753 (71,654)	243,251 (154,157)
Nuts & Seeds	695,289 (410,913)	417,947 (300,818)
Oils & Fats	3,308,985 (2,269,200)	2,455,431 (1,800,445)
Paints	136,491 (119,774)	96,478 (107,445)
Paper	858,458 (738,863)	555,713 (549,421)
Piece Goods	5,903,951 (5,387,520)	3,969,333 (4,180,343)
Railway Materials	88,725 (38,378)	535,338 (5,842)
Tobacco	649,488 (422,673)	442,704 (192,646)
Treasure	15,150,786 (2,130,836)	21,394,101 (9,030,557)
Vehicles	229,968 (370,962)	184,428 (123,822)
Wearing Apparel	520,418 (329,331)	912,885 (978,428)
Sundries	881,297 (1,980,717)	1,046,763 (2,045,708)
Electrical Apparatus	198,063 (244,493)	274,260 (225,562)
Hides	193,099 (157,595)	105,869 (189,401)
Leather (All kinds)	308,155 (309,106)	101,055 (76,310)
Matches	228,994 (129,376)	101,250 (183,430)
Others	3,140,457 (3,549,034)	2,859,057 (3,051,084)
Total	53,403,937	49,789,261

IGNITION ENGINES

Improvements Shown Last Year

Most interesting conversions have taken place recently in the Kowloon Motor Bus Co's buses in Thornycroft and Leyland chassis. The old petrol engines have been taken out and the latest type of Gardner compression ignition engines fitted each developing 80 B.H.P. These engines are noted for their great reliability and risk through fire is practically non-existent owing to the fact that diesel oil is used. These twenty conversions, together with the ten Thornycroft chassis supplied direct from England fitted with Gardner engines make a total of thirty buses now on the road.

Regarding marine installations, numerous engines have been fitted into Chinese craft and up-country stations. These are mostly used for lighting water. One outstanding job was for the Canton River Boat which was supplied to the order of the Canton Government. This has proved highly efficient and has been called out on numerous occasions.

BAD YEAR FOR COASTAL SHIPPING

Many Factors Depress Chartering Market

The following report on Coastal Shipping for the year 1934 has been provided by Messrs. Geo. Grimble and Company:—

The year 1934 has been one of the very worst ever experienced by shipowners. With the closing down of numerous old Chinese firms of good repute and of sound financial standing, the difficult position of shipowners was not altogether unforeseen.

The heavy import duty levied by the Indo China Government on Chinese goods, and the recent increased tariff and surtaxes imposed by the Chinese Government on foreign rice, sugar, coal and Manchurian beans, the impoverished state of the Chinese in their own native land, with its attendant limitations, and the commercial influence of the Chinese in Tonkin and Cochin China, Philippines and Java were root causes which contributed largely to the severe depression in shipping in the year 1934.

Importers Badly Off

No definite plan was formed by rice and coal importers to cover their tonnage requirements for the year. With the poor demand for rice and paddy, and the continual sagging in their prices, merchants were reluctant to commit themselves to long term timechartering, as the small consignment Commission of 3% allowed under their rice sales was inadequate to cover the loss in freight rates, lighterage, launch hire and other overhead charges.

Foreign coal importers were also in the same untenable position. On account of the heavy import duty on foreign coals, some 1800 tons of native mined coals from the North River were daily transported in railway trucks, and about 40,000 tons Kallan Coal from Chingwantao were shipped monthly in large sized steamers, all into Canton, duty free. The demand for Tonkin anthracite and Borneo Bituminous coals was therefore correspondingly less, which naturally resulted in fewer ships being wanted for coals from Tonkin to Canton, Swatow and Amoy. The volume of chartering business transacted during the year under review was therefore greatly restricted.

Keen Competition
Steamers provided with Hongkong Government Passenger Certificates competed for coal trips in common with single deckers at even rates. There was but little advantage gained in providing steamers with Passenger Certificates although in former years, such steamers seldom failed in securing employment, even when the freight market was weak and little interest was displayed in purely cargo carriers.

The increased passenger quotas granted by the Government of Federated Malay States placed owners of regular liners at a distinct advantage, as the monthly allowance to an outside steamer not allotted with a passenger quota, was 25 male emigrants only. Business arranged for "outside" steamers with Government Passenger Certificates this year, with few exceptions, was more of a speculative nature. The heavy expenses incurred through overhauling and refitting them to enable them to comply with the Board of Trade requirements for Passenger Certificates were quite disproportionate to their paltry earnings.

Early in the year, two British steamers, the s.s. "Haldia" and "Borneo" both provided with Hongkong Government Passenger Licenses and both formerly employed in the Saigon and Haiphong rice trade for over ten years, were sold to Chinese buyers. No attempt was made by their owners to replace these Hongkong registered British steamers after their sales.

Tramp Steamers
With the demand for tonnage throughout the whole year remaining at a minimum, and with regular liners and timechartered steamers performing their round trips with a very high percentage of empty space on board at all times, only two courses were open to "tramp" owners if they did not feel inclined to resort to laying up their vessels. They must either choose between accepting current market rates, which were far poorer than what was considered to be the poorest during slack months in former years, or making arrangement with shippers to employ their steamers, best possible, on usual berth terms without any guarantee from shippers for full cargoes.

January
Shipowners generally focussed their attention on rice freight from Saigon to Bangkok to Hongkong in

the month of January. Owing to the sluggish state of the local rice market, however, tonnage was not wanted at Saigon, and only a limited number of steamers could be accommodated for Bangkok/Hongkong if owners cared to accept reduced rates for round trips.

February and March
Some interest was shown for tonnage on trip and/or timechartering in February and March. After a long spell of inactivity, Saigon rice merchants decided to import a few cargoes to arrive at Hongkong immediately after the Chinese New Year Holidays (14th/16th February). Several fixtures were recorded at 22/26/27/23 cents per picul. The highest rate paid was 27 cents for a China Navigation Co's steamer of 36/38,000 piculs rice capacity.

Towards the end of March, Chinese emigrants from Swatow and Hongkong for Straits Settlements were freely offering on the berth, and a few cargo and passenger steamers, which were released by Saigon millers from their timechartering, were taken up by other charterers who were interested in the cooler traffic.

Further sales of local steamers were reported. The British s.s. "Pong Tong" and the Chinese s.s. "Dorry" were acquired by Shanghai Chinese for \$75,000— and \$40,000— Hongkong Currency, respectively. The first named steamer was also employed in the Saigon/Hongkong rice trade in former years.

April
April opened with a fair demand for spot steamers which could arrive at Hongkong not later than the 15th in order to enable local rice merchants to tranship their cargoes to Canton before the increased surtax came into force on the 15th. All vessels fixed in early April for Saigon/Hongkong received extraordinarily quick despatch.

In spite of the labour strike in Bangkok, local importers took a few steamers for round trips Hongkong/Bangkok/Hongkong, paying \$12,500.00 lumpsum, for a steamer of 50,000— piculs— rice capacity.

May and June
The freight market quietened down in May. A steamer, owned by Chinese millers had to be laid up. Apparently her owners preferred to discontinue operating her after having suffered heavy losses on their rice sales.

For the numerous steamers fixed Saigon/Hongkong in end of May and early June, charterers were unable to provide full cargoes. The local rice market having declined before the arrival of some of the tripartite steamers in Saigon, shippers were unwilling to embark upon further losses. A Chinese steamer of 3500 tons deadweight fixed for a 2 months timecharter at the end of April for delivery at Hongkong, middle of June, for the Saigon/Hongkong rice trade, was offered in the market at \$7,500.00 per month for sub-charter. The berth rate Saigon/Hongkong recorded from 20 to 3 cents per picul, and the market was then also bare of enquiries for tonnage in other trades.

Monotonous as the aspect of the freight market now was, events towards the end of June unexpectedly took a favourable turn, which extricated local rice merchants from their precarious situation, and assisted them in disposing of their heavy stock of rice which had been lying in the local godowns.

A severe drought in several provinces in North China resulted in heavy purchases of rice at Hongkong for Nampo, Shanghai, Onoko and Tientsin. This not

EUROPEAN FREIGHT

Report From British Concern

A British Shipping firm sends as the following:—

Whatever else Exports from Canton and Hongkong may mean to those directly interested in this trade it can be safely stated that the European Lines serving this port cannot look back to the year 1934 with any idea of congratulating themselves on earnings derived from the tonnage exported. Statistics show that actual tonnage exported was practically on a par with the preceding year but freight rates on the principal commodities from South China have been at an unremunerative level.

Business in Raw Silk with France has not increased in volume and trade with India in this respect shows considerably reduced figures.

General Trade with India was poor, particularly during the latter part of the year, attributable no doubt to exchange appreciation with a consequent adverse effect on exports.

Trade with the Straits Settlements was fair but again at low and unremunerative freight rates. Business with Japan was negligible.

Exports to Australia were moderate with little increase, if any, over figures for 1933.

Imports from Europe were about the same as the previous year at lower freight rates.

The passenger trade with Europe continued bright during the year and the Chinese Coolie traffic with the Straits increased considerably due to an increased demand for this class of labour in the Settlements.

only practically cleaned up the accumulated stock in local godowns, but also supplied regular liners owned by the China Navigation Co. and the Indo China Steam Navigation Co. with much needed freights in their trips Northwards.

July
The general attitude of merchants in July showed no inclination towards chartering tonnage. In no direction could owners obtain further employment for their numerous steamers completing their tripartite. Seven British, one Portuguese, one Chinese and two Norwegian steamers, of a total deadweight of 38,000 tons were lying idle in Hongkong and Swatow in the early days of July.

August and September
There were enquiries for local tonnage to load rice from Bangkok and Saigon to North China and India, in August and September, but this had no stimulating effect on the freight market whatsoever. Steamers, controlled by local owners were all under 4500 tons deadweight all told, while charterers based their offers at rates accepted by 8000/9000 tonners owned in Shanghai or London. With the exception of the fixtures of the s.s. "Koromiko" and s.s. "Apoes" for Saigon/India, and the s.s. "Kaituma" for Saigon/Nampo, no other local steamer participated in the business from July to December.

It would appear that as long as the loss incurred on trips was not heavier than the actual cost of laying up, owners were quite willing to keep their steamers running.

October
After the removal of several steamers from their laying-up berths in October, tonnage once more seemed to be well distributed. Persistent efforts made by coal charterers in filling their tonnage requirements at \$1.80 per ton for Hongkong/Hongkong, Mex \$2.30, for Port Wallut, Shanghai, Straits \$2.00 for Hongkong/Pulo Brani, and Mex \$1.80 per ton for Hongkong/Shanghai met with no response from owners. Rates for Tonkin Coal trips accepted for July and August loadings were so low that even operating their tonnage under strict economy, heavy losses to owners could not be averted, and consequently tonnage was firmly held until the last moment. Northern Chinese employed 4500/7000 tonners to lift their rice cargoes from Saigon to Shanghai and Nampo at 22/26 cents, Mex per picul, which business local owners declined to entertain on account of burdensome conditions.

November
November witnessed a fair demand for tonnage from Bangkok and Hongkong to Shanghai for prompt as well as for December loadings. In addition to all the

(Continued On Page 4)

N. Y. K. LINE

Local Manager's Report

In common with most shipping companies, we suffered from the prevailing acute depression all these years, and such a position necessitated our exploring every possible channel through which business might be obtained. I am glad to say that in the past financial year, from October last year to September this year, the N.Y.K. carried 3,600,000 tons of cargoes and 150,000 passengers, which figures, although far from being reassuring, nevertheless show a small increase in comparison with those of recent years.

However, the general outlook is none too bright. What is to be expected under the present conditions wherein it is denoted that the total floating tonnage shows an increase of 47% in comparison with that before the War, while the summing up of commodities carried by sea indicates a decline to two thirds of prewar days, and also the average index-number of turnover by tramp steamers shows not merely the lowest level after the War, but also 22.5% lower than prewar?

Conditions in the shipping trade cannot be considered sound so long as policies of governments' subsidies and discriminating tariffs exist. The disastrous loss of equilibrium between world tonnage and world traffic has been leading to futile struggle between national flags, which takes the form of constantly increasing competition in tonnage and speed, as well as dangerous rate war.

International Trade
International trade and commerce need for their development the most efficient and least expensive form of sea transport, to provide a freight and passenger market open to ships of all flags, with freedom from artificial measures designed to promote the interests of vessels under particular flags.

It is a common saying that trade follows the flag, but we venture to say that trade will only make progress when good understanding exists between people; where this understanding is lacking, trade is bound to suffer.

Hongkong is enjoying a unique position in world traffic as a free port. The value and prosperity of Hongkong will be doubled in the near future, not only as the main gateway of South China as hitherto, but also as that of Central China following upon the inauguration of Canton-Hankow Railways.

The N.Y.K. has always been contributing its efforts towards the prosperity of Hongkong since 1889 when our Branch Office was first established here. In addition to all our trunk services including Hongkong as a regular calling port, our Pacific Lines make Hongkong their terminal point, while many N.Y.K. vessels are docked here, despite the depreciation of Japanese currency, thus contributing to this port considerable monetary profit and giving employment to local labour.

PACIFIC TRADE

Slight Improvement In 1934

A slight improvement is shown during the year as compared to the year 1933. The East-bound service of the Chinese American line had gone out of service during the year, and has been converted into an entirely West-bound round-the-world service. There was consequently a little more business in both passengers and freight.

The silk business between China and America has dropped considerably, the figures showing only half the quantity that was carried in 1933, which was in its turn only half of what was carried in 1932. Cargoes transhipped at Hong Kong for America is slightly up. This is due to the fact that cargoes from South Africa and India were sent via Hong Kong.

The immediate prospects for the future are not bright, but there is just the possibility that the improvement in the value of the dollar might lead to better business, otherwise the forecast for the year 1935 is once again gloomy.

CHINESE TIN

The volume of business during the year has been about the same as in the previous year, i.e. about 8000 tons. The year, taken as a whole, has shown some small profits, though the local selling price has declined by about HK\$40— per picul, since the middle of the year, in consequence of the advance in the local rates of exchange.

Don't forget when ordering your daily supplies to ask for:—

WHISKY... "White Horse"
Marchant's
Logan's Liqueur
Ancient Scotch

GIN... "Silver Slipper" Dry
Meiose Dry & Old Tom

BEER... McEwan's "Red Label"
McEwan's Strong Ale
McEwan's India Pale Ale
Wm. Younger's Light Beer

BRANDY... Otard's 3 Star, V.S.O.P.
& 1865 Liqueur Brandy

LIME JUICE... Montserrat

SQUASHES... "Schweppes" Lemon
and Orange

GROCERIES... "Aylmer" canned fruits and
vegetables.
"Chiver's" Jams, Jellies and
Custard powders.
"Gold Medal" Sardines.
"Pacific" Brand Evaporated
Milk.

Distributors:

JARVINE, MATHESON & Co., LTD.
Import Department.

DIFFICULT YEAR IN STOCKS & SHARES

Slump Relieved Slightly As Year Ends

Contrary to expectations, prices further dropped during the year 1934 in the share market in Hong Kong. There was a complete stagnation of business during the summer months, and although efforts were made to stimulate activities, there was an absence of confidence which militated against a revival.

Towards the close of the year, however, several factors contributed to a slight revival in rates and quotations took an upward turn in many cases.

It was reported in the review for 1933 that there were hopes that the bottom of the depreciation had been reached, but unfortunately during the past year a further large amount of investors' capital vanished in further depreciations.

Why Prices Dropped In 1934

In tracing the causes for the drop in rates during the past year, one must bear in mind that in other directions the general trade depression, instead of lifting, was intensified.

A number of Chinese banks closed during the year, which had the effect of causing a good number of shares, some of them holdings in sound local establishments, being thrown in the market. The chaotic conditions of the Shanghai money market was also responsible for the dumping of some Hong Kong stocks here. Rates accordingly came down as buyers were not anxious, under the conditions then prevailing, to put further capital into the Colony's shares. Coupled with the failure of these banks was the fact that many, who had hitherto been able to invest in the local market, were no longer able to do so for various reasons.

Speculation in Commodities

The fact that facilities for speculation in commodities were made available to the Hong Kong public further affected the situation. Another very important factor was that the "bears" in the market, held sway for a long time and as a consequence there was little confidence shown in local shares which continually showed signs of weakening.

One result of the 1934 depression is that speculation, as it was known in Hong Kong a few years ago, has now been cut to a minimum, and while it would be incorrect to assert that speculation is unknown here, it is undoubtedly a fact that the number of speculators now in Hong Kong is infinitesimal.

Confidence in Hong Kong

One gratifying feature of the year's business is that there is plenty of confidence at home in Hong Kong stocks. Both Banks and Unions did not suffer any big reaction in the rise of the exchange recorded during the year. This is accounted for by the fact that there have been many inquiries for these shares in London, where investors, specially old China hands, find that the dividends paid on these stocks are higher than the returns obtainable on investments at home.

Some Big Drops

The year has not been without its spectacular features and the drop in Land Investment shares from \$72.50 to the regions of \$50 was an outstanding instance. Holders of this stock, have consequently lost heavily. Another stock which has resulted in heavy loss to share-holders due to depreciation in prices is Green Island Cements. As was revealed in the recent meeting of the Company, Japanese dumping has been almost the sole cause of the loss of many millions of shareholders' money.

In former years, a certain amount of money used to be invested in Hong Kong by clients overseas, but instead of this being the case in 1934, it has to be recorded that stocks outside of Hong Kong began to gain in popularity here in the eyes of investors. The attention of those who like a quick gamble, is even now diverted to Manila, where the gold mines are attracting attention. More business has been done in Manila gold shares in the past year than ever before. The strict supervision of the Philippine Government in connection with the floating of mining companies has earned the confidence of the Hong Kong public and thus a steady channel through which money flows out of the Colony has been established.

These gold shares have risen and fallen during the year and towards the end of the period under review, prices have firmed up and the tendency is upwards for the best stocks.

New Stock Exchange

An event which makes history in the Colony was celebrated in April, when the new Stock Exchange Building in Ice House Street, was inaugurated. As is well-known, the rooms in this building, the Colony's first skyscraper, notwithstanding the depression—are all taken up. The magnificent building situated in the heart of the city lends dignity to the Stock Exchange and is a credit to the Colony. Unfortunately few brokers can report a good year, and it is all they can hope to make ends meet. Such business as was done during the bigger part of the year, was mostly on behalf of clients who were selling in order to arrest the continued dwindling of their capital.

New Banks

The coming into Hong Kong of the branches of several foreign style Chinese banks from Shanghai must be considered an important cause for the revival of business and the gradual firming up of rates. This sign of confidence in the Colony is very flattering and reassuring and has not been left unnoticed by the public. The very low prices prevailing in a number of Hong Kong stocks has at last attracted attention and quite a number of the stocks listed in Hong Kong have turned the corner, though whether it will be subjected to another depression or further "hammering" by the bears during the coming summer, is difficult to say, but the prevailing opinion is that the bottom has at last been touched and a better market may be looked forward to.

The following may be some of the contributory factors to the amelioration of the market:—

Shanghai's unsatisfactory currency and the uncertainty of its future has caused money from the North to be diverted to the Colony. Several Hong Kong Companies will show better results than the previous year.

Trade figures for the last month of the year show improvement for the first time since the previous year.

More branches of foreign banks opening up here.

Possibility of the establishment of a Chinese Customs clearing house in the Colony during the year.

Approaching completion of Canton-Hankow Railway, with the resultant increase in transit and general trade of the port.

The following figures show the falling off in the market value of shares on the last day of the years 1933 and 1934.

	1933	1934
Hong Kong Bank	1835	1645
Canton Insurance	310	270
Union Insurance	590	515
Underwriters	1,65	1,20
China Fire Insurance	525	320
H.K. Fire Insurance	260	235
Douglases	34	40
H.K. Steamboats	12	7
Wharves	117	112
Docks	16	12
Providents (old)	2	1
Hotels	6,20	5,10
Land	70	54
Humphreys	12	9
Realities	5	3
Trams	21	20
Peak Tramways (old)	15	12
Peak Tramways (new)	7	7
Star Ferries	100	98
Yau-mai Ferries	24	22
China Lights (old)	9	14
China Lights (new)	9,70	104
Electric	73	72
Telephones (old)	24	25
Telephones (new)	13	10
Cements (old)	3	2
Ropes	8	4
Dairy Farms	23	2
Watsons	6	5
Wing On	140	135
Amusements	4	2
Constructions (new)	2	2
Constructions (new)	2	2

MOTOR TRADE

Increase Of British Makes In Colony

The effect of preferential duty against importation into Hong Kong of foreign motor cars is reflected in the Police Traffic Department's list of registered motor vehicles for last year.

There were 1,240 British cars and taxis registered last year as against 776 in 1933 and the figures for American manufactures were respectively 1,318 and 1,530.

In all 3,998 motor vehicles were registered in Hong Kong during the year, this figure constituting a record. It consists of 2,988 motor cars and 1,011 commercial vehicles. The number of vehicles registered in 1933 were 3,800.

The greatest increase in British cars registered are in Austin and Morris. The Ford (British), Hillman and Vauxhall are other makes which have shown increases.

The following tables will show the number of cars in each make registered during the year:—

BRITISH CARS

	1932	1933	1934
A.C.	5	4	5
Armstrong-Siddeley	34	32	30
Austin	317	398	440
Beane	2	1	2
Bentley	1	0	1
Clyno	11	6	8
Crossley	8	8	4
Daimler	1	1	1
Ford (British)	2	22	47
Hillman	41	70	122
Humber	7	27	30
Jowett	11	10	11
Lagonda	2	2	2
Lanchester	1	1	2
Lea-Francis	1	2	2
M.G.	1	9	13
Morris	228	284	337
Riley	2	4	6
Rolls-Royce	1	1	2
Rover	6	6	4
Singer	15	22	21
Standard	17	31	35
Star	2	2	1
Sunbeam	3	4	2
Talbot	1	2	2
Triumph	6	5	6
Trojan	14	14	5
Vauxhall	9	33	63
Wolsley	18	34	32
Other makes	0	0	4

Total British... 776 1047 1240

U.S.A. CARS

	1932	1933	1934
Auburn (Cord)	14	18	23
Austin (American)	6	5	5
Buick and Marquette	165	153	125
Cadillac	2	2	2
Chevrolet	140	137	136
Chrysler	80	139	83
De Soto	34	31	28
Plymouth	44	46	51
Dodge	35	31	31
Durrant, Rugby and Star	25	15	12
Essex	55	48	39
Ford	257	220	198
Gardner	2	1	1
Graham-Paige	14	8	7
Hudson	17	13	15
Hupmobile	22	27	25
La Salle	2	1	3
Lincoln	3	1	2
Marmon	11	8	9
Rossvett	5	5	5
Nash and Ajax	52	48	47
Oakland	9	8	7
Pontiac	17	24	22
Oldsmobile	15	15	13
Packard	10	11	10
Peerless	1	1	1
Pierce Arrow	2	2	2
Reo	5	6	4
Rockne	0	0	21
Studebaker	174	147	177
Stutz and Black Hawk	1	1	1
Willys-Overland	65	120	95
Knights	55	1	44
Whippet	99	80	74
Other makes	41	38	20

Total U.S.A. ... 1530 1458 1318

CANADIAN CARS

	1933	1934
Buick and Marquette	9	17
Chevrolet	18	63
Chrysler	1	4
Plymouth	12	20
Dodge	2	2
Durrant, Rugby and Star	0	3
Ford	49	123
Rockne	0	1
Studebaker and Erskine	4	8
Willys-Overland	3	3
Whippet	0	0

Total Canadian ... 104 252

*Registrations during 1932-34.

(Continued On Next Col.)

THE HOUSE OF HAIG

Three hundred and ten years ago, in a crudely improvised still, hidden away among the heather, the first Haig Whisky was produced. That was the genesis of the House of Haig. It was a modest enough enterprise. Nevertheless, it laid the foundations of an industry whose ramifications have spread to every corner of the civilised world. The sponsor of the enterprise, Robert Haig, a member of an old and distinguished Border family, was hailed before the local church authorities and rebuked for Sabbath-breaking. But, being a Haig, and possessed of that tenacity which is generally supposed to be the peculiar attribute of men of northern birth, he persisted in the laudable endeavour to supply his friends and customers with what his friends and customers wanted and if the truth were known, it was doubtless this tenacity and persistency that ultimately won official recognition for the distilling industry, which in the course of time was to provide the Exchequer of the Country with untold millions in revenue.

For centuries before the incident recorded the Haig family was a power in the land. Their connection with Scotland dates back to the day of Malcolm Canmore, who ruled in the eleventh century. And throughout the ages the name of Haig has figured conspicuously in peace and war.

Robert Haig, the first distiller of Scotch whisky, fought gallantly at Ancrum Moor. The Haigs were in two of the Crusades, and for this service were granted the right to use the Cross of St. Andrew on their Coat of Arms. And so, through the centuries, and in the building of the British Empire, the Haigs have fought with brain and brawn for their King and Country. Their record culminated when the late Earl Haig of Bessersyde rose to supreme command of the mighty and victorious armies of Britain in the Great World War. Thus are history and romance interwoven with industry and commerce in the story of the House of Haig.

Robert Haig, with whose exploit this record opened, spent his early years in Holland, where he learned the art of distilling. He left Bessersyde in 1823 and settled in Thors, Stirlingshire, and there set up the first Haig Whisky still. It was for operating the still on a Sunday that he was summoned to appear before the Church authorities, and from the records of the Auld Kirk we cull the following:—

St. Ninians Parish Church, Stirlingshire.

Session Record, Vol. I.

November 22nd, 1853—February 5th 1867.

"January 4, 1865—Compared Robert Haig being and for Sabbath breaking and Wm. Reid, John Groby, William Harley and

Christian Eason, Witnesses. Robert Haig denied he knew any such thing as was laid to his charge. The witnesses deposed unanimously that they saw the caldron on the fire and a stand reeking and that they heard the goodwife say the lassie had put on the caldron and played some afterwork and she knew not of her caldron was before on the fire on a Sabbath day and had she been at home it should not have been done (for she was byt pottle cam'd from Alloway Church). So it being only some pyns of small drink played by a servant lassie neither master nor mistress accessory to it, upon engagement of Christian carriage for the future rebuked before the Session."

Whisky distilling at this period and for many years afterwards was a precarious business. Those who were enterprising enough to set up stills had to contend with smugglers, who were specially numerous in the Highlands. There is little doubt, however, that these activities fostered the taste for whisky and kept alive the true process of distilling.

On 4th April 1884 John Haig and Co., Ltd., was registered at Edinburgh as a Limited Company. The first Directors included:—Hugh Veitch Haig of Ramornie, Ladybank; Charles Taylor, Markinch, who was the first Secretary of John Haig and Co., Ltd., and later appointed Manager; and Captain Douglas Haig (afterwards Earl Haig of Bessersyde), who was then serving in the 7th Hussars at Mhow, India.

Haig whisky had now become very well known both at home and abroad, and on 11th October 1906 the Company received a letter of appointment as purveyors of Scotch Whisky to the House of Lords. On 18th February 1911 they were privileged to receive the Royal Warrant of Appointment to King George V.

A few months later the Company had the honour to receive the Royal Warrant of Appointment from His Majesty the King of Spain.

As will be seen from the foregoing, the firm of John Haig and Co. commands unrivalled experience in the distilling and blending of Scotch Whisky—an experience that is reflected in the high quality and consequent great popularity of Haig Whisky to-day. That "No finer whisky goes into any bottle" is the modestly stated claim of the Company.

The popularity of Haig Whisky is world wide. It is served everywhere—an eminently suitable beverage for all climates.

The efforts of the firm are concentrated on placing two brands before the public—Haig "Gold Label" and Haig "Dimple"—each pre-eminent in quality, flavour, and mellowness in its grade.

FRENCH CARS

	1932	1933	1934
Amilcar	—	1	1
Bugatti	1	1	—
Citroen	10	10	9
Delahaye	—	1	—
Hotchkiss	2	2	—
Mathis	4	2	2
Peugeot	4	5	4
Renault	—	2	1
Nolain	—	2	1
Other makes	2	2	—

Total French... 23 26 18

GERMAN CARS

	1932	1933	1934
B. M. W. Dix	—	1	1
Hanomag	2	1	1
Opel	19	28	28
Other makes	1	1	1

Total German... 22 31 29

ITALIAN CARS

	1932	1933	1934
Fiat	122	130	128
Isotta Fraschini	1	1	—
Lancia	3	2	2
O. M.	—	—	1

Total Italian... 126 133 128

AUSTRALIAN CARS

	1933	1934
Steyr	1	1

BELGIAN CARS

	1933	1934
Minerva	1	1

Commercial Vehicles Registrations of Commercial vehicles during 1932 and 1933 were as follows:—

CANADIAN VEHICLES

	1932	1933	1934
Chevrolet	—	18	31
Ford	—	44	89
Willys and Whippet	—	—	1

Total Canadian... 62 121

BRITISH VEHICLES

	1932	1933	1934
A. E. C.	1	1	—
Albion	33	35	41
Austin	1	2	4
Bedford	8	24	43
Commer	14	14	14
Dennis	69	55	57
Guy	17	15	19
Karrier	—	3	3
Leyland	22	22	21
Manchester	—	—	1
Morris Commer-	30	46	47
cial	—	—	—
Singer	—	1	1
Thornycroft	74	75	83
Trojan	7	6	6
Vulcan	34	33	38
Other makes	15	11	25

Total British... 315 343 402

U.S.A. VEHICLES

	1932	1933	1934
Chevrolet	118	103	80
Diamond	11	12	17
Dodge and Graham	21	27	34
Fargo and Chrysler	4	3	4
Federal	4	7	4
Ford	246	230	214
G. M. C.	32	32	27
International	—	12	18
Reo	9	11	11
Republic	2	1	—
Rugby	5	4	4
Stewart	3	3	3
Studebaker	5	18	18
White	9	5	5
Willys and Whippet	42	40	39
Other makes	10	3	3

Total U.S.A. ... 520 509 482

FRENCH VEHICLES

	1933	1934
Citroen	1	1

ITALIAN VEHICLES

	1933	1934
Fiat	4	5

The Whisky of Quality from the oldest distillers in the world

Haig



Sole Agents:—

Gande, Price & Co., LIMITED.

TEL. No. 20135.

HONG KONG.

TEXTILES AND YARN

Hong Kong Market
Report: 1934

The lamentable state of trade and poor prospects reported at the end of 1933 unfortunately became intensified during the ensuing twelve months, and trading results for 1934 represent a sorry record indeed.

COTTON

Imports from United Kingdom again show a very marked decline, as confirmed by Hong Kong Government trade statistics. Notwithstanding exceedingly meagre importations from Lancashire for March/June consumption the weight of bankrupt stocks remaining from the reckless buying of 1931, overloaded the market and depressed values. The season had barely opened before prices for new goods had dropped out of all relation to either true market value or replacing costs, and sales were only possible at losses ranging from twenty to thirty per cent, whilst later sales could not always be effected even at these sacrifices.

New business booked during August/September with Lancashire for Spring arrival, 1935, suffered accordingly and it is doubtful if total market operations amounted to more than 2,000 to 2,500 packages (these mainly composed of the better-class coloured stripe poplins) against a previous recent average of something like 15,000 packages. The year has marked an almost unbelievable reduction in British imports, whilst Japan and Shanghai mills have increased their share of the trade.

WOOLLEN

Textiles fared little better than Cottons. Notwithstanding very conservative buying in the Spring of 1934 (approximately 2,000 packages in all, against a normal 9,000 to 12,000) for Autumn arrival, a position similar to that in respect of cottons obtained almost as soon as Autumn demand eventuated. Prices, even for old and well-established chops, failed in most cases to show any return to dealers on contracted prices, and, whereas, at the beginning of the

season, contract prices were obtainable, losses soon became the rule rather than the exception. The weight of bankrupt stocks carried over from previous seasons proved a severe obstacle and to this must be added fears of impending competition from Japanese manufacturers. The latter has since materialised, and Japanese goods have found their way to this market at prices with which it would be quite impossible for Bradford or the Continent to compete. Allegations of inferior quality of manufacture, so often alleged, have been effectually dispelled and it would be difficult to distinguish Japanese counter-qualities from either their Bradford or Continental prototypes.

Most new arrivals of British and Continental woollens cleared well, mainly because they consisted of new and fashionable designs and colourings, but, as previously indicated, they showed either poor returns or losses to the dealers. There still remains a not inconsiderable amount of bankrupt stock in old designs and shades to be liquidated and high customs duties and the impoverished state of neighbouring Provinces presage little hope of early liquidation of this old stock.

YARNS-COTTON

Recent exchange rates have proved very detrimental to exports of finished goods (socks and singlets) and although some counts have moved satisfactorily the cotton yarn trade has been disappointing and is passing through bad times. The disappearance of some fifty per cent of factories has not materially assisted the survivors, owing to resulting bankrupt stocks (unsaleable except at heavy loss) interfering with the flow of trade in new goods.

THE DOLLAR

Gradual Rise During
The Year

The following are the official opening quotations of the Hong Kong dollar on the first business day of each month:—

January 2	1s. 5jd.
February 1	1s. 5jd.
March 1	1s. 6jd.
April 3	1s. 5jd.
May 1	1s. 4jd.
June 1	1s. 4jd.
July 3	1s. 5jd.
August 1	1s. 5jd.
September 1	1s. 6jd.
October 1	1s. 7d.
November 1	1s. 7jd.
December 1	1s. 7jd.
December 31	1s. 8jd.

YARNS-WOOL

The wool yarn trade has been generally satisfactory, except in the hosiery section where, again, bankrupt stocks proved a very severe drag on the market. The advent of Japan and North China into the knitting section of the trade presages a diminished business in Yorkshire and Continental spinnings.

GENERAL

Currency troubles have added to the many difficulties of traders. In Swatow, for instance, within recent weeks, exchange depreciated from a normal 12 per cent, to 38 per cent on Hong Kong in Canton. Kwangtung Provincial bank notes of \$10 denomination have remained at a discount of approximately 35 per cent, throughout the year, and this in spite of many Government promises that they would be restored to par.

OUTLOOK

It seems futile to look for any early improvement in Hong Kong trade while the bulk of the inhabitants of adjacent Provinces—which are the Colony's outlets—are on a bare subsistence level. Never, in recent times, have the prices of Chinese daily necessities been so cheap—effective corroboration of lack of purchasing power—and added to this is the killing Chinese Customs duties on foreign imports of all descriptions, an insurmountable barrier to trade.

CHINESE ENTERPRISE

Manufacturers In Hong Kong And The
New Territories In Serious Competition

(BY G. W. SEWELL)

The Chinese are still in their industrial infancy in this Colony and they would appear to be most successful in their enterprises when they are entirely cut off from their own country as is evidenced by their activities in the Straits Settlements and other places. It is not easy to obtain reliable information regarding local industries but it is hoped that the following will give an idea of the existing conditions.

It will be seen from the appended classified list of local manufacturers that their number is approximately 268 including those so-called factories run on a small domestic scale.

As most of the factories are private concerns their financial status is not easily ascertainable and the number of workmen employed varies from time to time. The leading factories use steam or electric power and a few depend principally on manual labour. About 70% of the raw material used in the factories comes from foreign sources and the balance of 30% from the interior of China. The chief markets for these factories are Java, Straits Settlements, China, Great Britain and her Colonies. The latter take principally rubber shoes and Torch Light Cases whilst exports to the Dutch East Indies consists principally of Cotton Textiles.

The local manufacturers are in a more favourable position than those in the interior of China owing to the following advantages.

- (1) Convenient means of communication
- (2) Hongkong being a free port
- (3) Comparative stability of local currency.
- (4) Absence of serious labour troubles. Progress is greatly hampered in the interior of China by frequent disputes between employers and workmen.

A few of the difficulties confronting local manufacturers are:

- (1) High Chinese Customs tariff wall
- (2) Insufficiency of capital
- (3) Existence of cut throat competition amongst the various factories. Although they have formed Unions they do not keep their pledges. Instead of combin-

ing to meet outside competition, the Chinese Manufacturers indulge in price cutting amongst themselves to such an extent that the quality of their products suffer and business becomes uneconomic. Chinese Manufacturers do not, like those of other Countries, employ experienced Travellers nor do they enjoy the advantage of commercial Consuls or Trade Commissioners.

1. Machine & Metalware:
 - (1) Machine Making & Repairing 30
 - (2) Steel Window Frames 2
 - (3) Cans 6
 - (4) Clocks 1
 - (5) Metalware 8
2. Electrical:
 - (1) Battery 8
 - (2) Torch-light Cases 5
 - (3) Electrical Articles 5
 - (4) Electro-plating 1
3. Communication:
 - (1) Ship-builders & Repairs 9
4. Stone & Earth:
 - (1) Ceramic 3
 - (2) Glass 5
5. Chemicals:
 - (1) Soap 9
 - (2) Toilet & Perfumery 7
 - (3) Paint 2
 - (4) Printing Ink 6
 - (5) Fire-crackers 1
 - (6) Pharmaceutical 8
6. Textiles:
 - (1) Cotton Shirting 8
 - (2) Silk Piece-goods 2
 - (3) Cotton & Silk Knitting Factories 75
 - (4) Weaving and Dyeing Factories 3

(Continued On Next Col.)

PAPER TRADE

Poor Business In 1934

The past year has by no means been a good one for the Paper trade and is likely to prove an unprofitable one for all concerned.

There has been a considerable decline in imports of most leading qualities. This can be attributed to a lesser demand from the interior and outports. The cause is twofold. Firstly while the general trade depression has in no small degree been responsible, high Customs Tariffs plus additional duties and Taxes imposed by other authorities has done much to produce the poor trading condition of the past year.

Competition has been severe among dealers resulting in depressed prices. The improved rate of exchange during the past few months has done little to improve the situation but better and brighter conditions during the current year is foreshadowed.

7. Dressing:

- (1) Hats 4
- (2) Rubber Shoes 5
- (3) Handkerchief 2
- (4) Others 4

8. Tannery & Leather Articles

- (1) Tannery 3
- (2) Leather Articles 11

9. Food, Drink & Tobacco:

- (1) Confectionery, Biscuits & Canned Goods 16
- (2) Aerated Water 2
- (3) Tobacco 2

10. Printing:

- (1) Printing Press 5
- (2) Type-Foundry 4

11. Sundries:

- (1) Ice-Hot Flasks 3
- (2) Pencils 1
- (3) Tooth Picks 1
- (4) Writing Ink 1

The stagnation throughout the while year under review has so crippled Chinese merchants and weakened their confidence, that in spite of owners' willingness to entertain long-term timecharterers for their modern and expensively-kept-up steamers, at reasonable rates, charterers prefer to adopt a "wait and see" policy. Owners anxieties are therefore by no means at an end.

COASTAL
SHIPPING

(Continued from Page 2).

available space in regular Bangkok Hongkong liners having been booked for rice cargoes for Shanghai with transshipment at Hongkong at rates between 50/55 cents, Mex. per picul, several China Nav. Co's steamers were also taken up for Bangkok Shanghai direct at 55 cents, Mex. on usual berth terms.

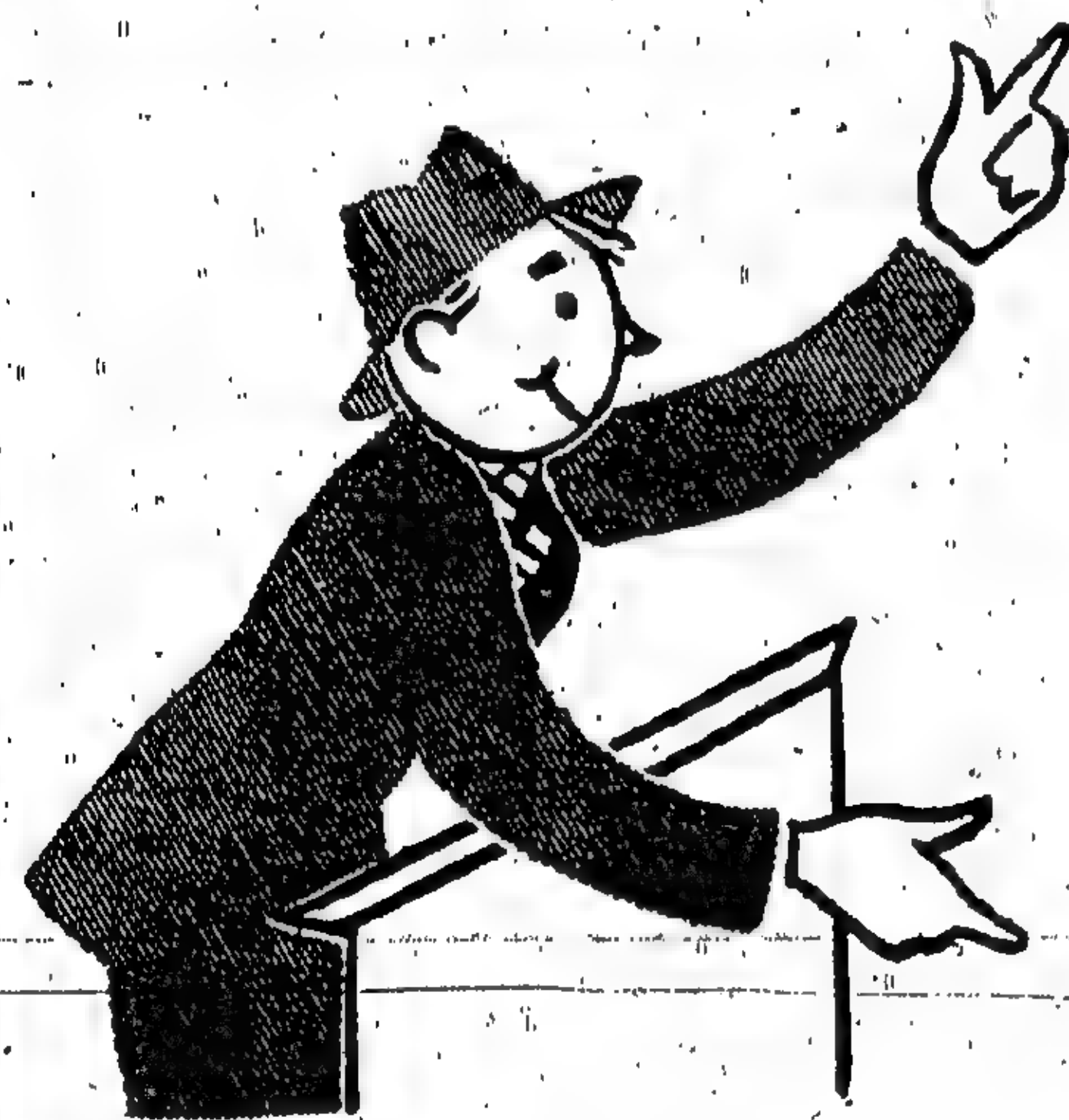
December

There was not the slightest sign of an immediate improvement in December, although the volume of idle tonnage is extremely light. Earnings of steamers Hongkong Singapore Bangkok Hongkong on berth terms were less than expected.

The rate \$2.-per ton for 4,000 tonners, or \$2.30 per ton for 2,000 tonners for Hongay Hongkong, \$2.80 for Hongay Canton, \$2.20 for Port Wallut Hongkong, HK, \$8,000. per month for singledeck 2000 tonners and H.K. \$10, 250. per month for a British steamer of 4,300 tons deadweight with a Hongkong Government Passenger License on timecharter was accepted.

To all shipowners, trip and time-charterers as well as merchants, the year drawing to its close has been a most disappointing one. Because of the increased surtax on foreign rice imposed by the Canton Government, less rice cargoes were carried. Because of the vast territory devastated by Reds in the Kiangsi province, fewer salt cargoes were imported into Canton. Because of the economic policy of the Chinese Government in growing its own sugar cane and refining its own sugar, dry and/or centrifugal sugar in reduced quantities was imported into China. Because of the increased import duty on foreign coals, more native coal was mined in the North River and consumed in Canton and because of cheaply operated foreign steamers seriously competing for the restricted volume of business available. Three British steamers of a higher standard owned locally were sold no efforts were made to replace them.

(Continued on Previous Col.)



Big News!

It's Ready!

NOW ON SALE

DIRECTORY AND CHRONICLE

OF

CHINA, JAPAN, MALAYA, STRAITS SETTLEMENTS, BORNEO, SIAM,
PHILIPPINES, KOREA, INDO-CHINA, NETHERLANDS INDIA, ETC.

for 1935

FEATURES OF THE DIRECTORY

COMPLETE ALPHABETICAL LIST OF MERCHANTS, MANUFACTURERS, IMPORTERS & EXPORTERS
FOR THE FAR EAST.CLASSIFIED LIST OF TRADES & PROFESSIONS, LISTS OF POWER STATIONS, TIN MINES, SUGAR
CENTRALS, COTTON, OIL & FLOUR MILLS, SILK FILATURES, ETC.BUYERS' GUIDE. SPECIAL ENGINEERING SECTION. TREATIES. TRADE REGULATIONS. CUSTOMS
TARIFFS. LIST OF CABLE ADDRESSES, ETC., ETC.

USE THIS ORDER FORM

To THE HONGKONG DAILY PRESS, LTD.,
11, ICE HOUSE ST., HONG KONG.DIRECTORY & CHRONICLE OF CHINA, JAPAN, ETC.
1935 EDITION—\$12.00 PER COPY (PACKING AND POSTAGE EXTRA)

PLEASE SEND US

COPIES OF THE 1935 EDITION

PUBLISHED ANNUALLY

SINCE 1862

\$12.00

PER COPY

AN
ESSENTIAL
REFERENCE
BOOK
FOR ALL
BUSINESSMEN

PLEASE USE THIS FORM

S.S. TUNGCHOW PIRATED AFTER LEAVING SHANGHAI

PIRATES GET AWAY AT HONG HAI BAY

RUSSIAN GUARD KILLED AND ENGINEER WOUNDED

Seventy British Children All Safe

Intense excitement in Shanghai over the fate of seventy school children who were passengers on the Butterfield and Swire's steamer Tungchow were allayed last night, when the vessel steamed into Hong Kong shortly after midnight, after being in the hands of pirates for four days. All the children are safe.

A Russian guard named Serota Thiorovoff was killed by the pirates, while the Second Engineer, Mr. K. Macdonald was shot in the chest. He was removed to hospital upon the ship's arrival in port.

First suspicions that the ship had been pirated arose when the ship was twenty four hours overdue at Chefoo and failed to respond to wireless messages. As a matter of fact, she was taken South. The Naval authorities at Wei-Hai-Wei were approached for assistance to locate the vessel.

The pirates after capturing the vessel changed her name to the Tao Maru and painted two white lines on her funnel.

A graphic description of the piracy is given below, particularly interesting being an interview with Mr. Duncan, who was a teacher travelling with the children.

GREAT ANXIETY IN THE NORTH

There was much activity among the British Naval vessels in the harbour yesterday afternoon in consequence of fears of piracy regarding the Butterfield & Swire steamer Tungchow.

Later in the afternoon information was received that the Tungchow had been pirated shortly after leaving Shanghai on January 29 and taken to Hong Hai Bay. The piracy occurred ten miles north east of Shawishan.

The news stated that a Russian guard named Serota Thiorovoff was killed and Mr. K. Macdonald, the Second Engineer of the vessel, was wounded in the chest.

POLICE LAUNCH LEAVES

The Police launch carrying Mr. T. Murphy, A.S.F. and party on board left Kowloon Point shortly after 11 p.m. and steamed out of the harbour to meet the pirated vessel. They saw no sign of her at first and stationed in Junk Bay for a while when moving lights ahead to starboard indicated the position of the approaching craft. The launch immediately cut across to the Tungchow as it was seen that she was proceeding under her own steam into Hong Kong escorted by H.M.S. Dainty, whose searchlight were playing on the vessel.

NAME ALTERED

After entering the Harbour, the Tungchow anchored at Kowloon Bay and it was seen that during the four days that the pirates were in possession they had taken the trouble to change the ship's name to the Tao Maru at the bow and to add two white lines on the funnel. Otherwise the ship did not show any outward sign of having been pirated, although things on board did not appear to be in the same presentable condition as outwardly. It was seen that Blue/ackets were on board and they must have gone on board when H.M.S. Dainty met the ship earlier in the evening.

OFFICERS SURPRISED

The pirates, according to information gathered on board and surprised the ship's officers on Tuesday at 6 p.m. They were on board in command for four days and only left the ship shortly after noon yesterday, when upon Chiling Lighthouse, they managed to commandeer a junk and by using a couple of the ship's boats managed to get ashore.

CHILDREN ON BOARD

Chief interest in the piracy yesterday lay in the fact that there were on board seventy British children, who had been to Shanghai on an extended holiday from Chefoo. These students, drawn from three schools belonging to the China Inland Mission were returning to Chefoo, and the fate of the Tungchow gave them, what might be described as an additional experience of conditions on the China Coast. Fortunately for them, none of them were molested in the least by the pirates.

SHIP'S OFFICERS

There were six British Officers on board the ship, the master of which was Captain Smart. In ad-

dition to that there was on board Mr. D. J. Duncan, one of the teachers of the Mission Schools. Schoolmistresses, who were in charge of the children included Miss Henderson, Miss McNair, Miss Priestman and Miss Williams. Miss Rouse, a member of a well-known family in Chefoo was also a passenger.

Upon the arrival of the Police arrangements were made to send Mr. Macdonald to Hospital and to remove the body of the dead Russian guard.

The story of the piracy could best be told in the words of one of the passengers on board, Mr. Duncan.

MR. DUNCAN'S STORY

"We hardly got out of the Yangtze and were still in sight of Shawishan when it happened. It was just getting dark at the time. The pirates suddenly appeared from the air. There was a scuffle near the after-hatch, where a Russian guard was. I thought there was some trouble among the passengers or crew. After a while, a man tackled me. He was flourishing a pistol about. He was very excited and searched me, at the same time asking me for money. I offered him the little money I had on my person, but he was too excited to take it. "I passed on and walked along to the saloon. The children, who were having supper at the time were not particularly disturbed for the supper was not even interrupted.

HERDED INTO SALOON

"We were all rounded into the saloon and another pirate came in and took all my money and even my watch. After a while the Captain and officers were also herded into the saloon.

"Three or four excited pirates, demanded all the ship's ammunition and were very angry when they thought they had not had it all presented to them. They were waving pistols in a reckless way. After a while Captain Smart and the Purser told them the exact number of arms on board and went with them to help them locate it. They seemed pacified after that.

THE PIRATE LEADER

"The pirate leader was a young man, but evidently very experienced. He was ready to grant us any reasonable request and on the whole was very friendly towards the children and allowed them to come and go as they pleased at meal times. The passengers had every consideration from him after the first excitement of the attack. "Most of us were confined in the first class accommodation, and you may imagine how congested we were for three days.

ALARMED AT PLANE

"Talking of the departure of the pirates, one of the passengers stated that the pirates appeared to feel alarmed by the presence of an aeroplane which hovered near the ship. They had commandeered a junk and some of them had left when an aeroplane hovered in sight. This was at a place just outside Chiling Point. They went in the



Sir Malcolm Campbell, the racing motorist, who has left for Daytona with his new "Blue Bird" in search of a new speed record.

ship's lifeboat, taking with them a mate and the wireless operator. Upon landing, at a distance some two or three miles from the ship, they left the mate and the wireless operator on shore and the ship had to send a boat in to rescue these two.

"A great tribute was paid by one of the passengers to the work done by the wireless operator, who had to serve as interpreter most of the time the pirates were in possession of the ship.

"When the boats of the pirates had left the ship, another aeroplane made its appearance and hovered over the ship. This proved a source of great delight to the children, who gave the airplane a cheer.

"The pirates left the ship in the afternoon yesterday and it was at about 3 p.m. that H.M.S. Dainty was sighted. It was a welcome sight to many.

HEROIC GUARD

"Regarding the death of the Russian guard, one of the passengers paid a great tribute to him, stating that the man fought valiantly to the last. He was mortally wounded, but half an hour after the pirates had taken control of the ship, two shots were heard and it was probably that these two shots were fired at the fallen guard.

"The pirates, it is surmised, must have been misinformed as to the nature of the cargo carried on board the ship. From every point of view, their expedition was a failure as they could not have taken away very much money from the school children, who formed the bulk of the passengers, while they only took away with them a few bales of silk upon departing from the boat. There were about twenty pirates in all.

Most of the children who were travelling on the Tungchow were between the ages of twelve and twenty.

It is understood that arrangements are being made to house the children locally until they could be sent back to Shanghai.

The piracy of the Tungchow will go down as one over which the greatest excitement was felt all along the China Coast and messages flashed from port to port seeking news of the vessel. It was only after the pirates had left the ship that the vessel was able to make known to the authorities in Hong Kong her sad plight.

EARLY CABLES

Shanghai, Feb. 1. All Shanghai is spending the day with the keenest anxiety waiting to hear the fate of the Butterfield & Swire steamer Tungchow carrying 70 China Inland Mission school children, mostly British, en route from their holidays in Shanghai to the China Inland Mission school in Chefoo.

The vessel is twenty four hours overdue although perfect weather conditions are prevailing. The Chefoo agents are unable to obtain replies to wireless messages and piracy is feared. They have telegraphed to the British Naval Authorities at Wei-Hai-Wei.

CHEFOO FEARS

Chefoo, February 1. Parents and guardians here and in Shanghai are greatly anxious for the safety of the seventy British schoolboys and girls returning to the China Inland Mission school aboard the British steamer Tungchow which is twenty four hours overdue here from Shanghai though weather conditions are good.

The ship's agents are unable to make wireless contact. It is feared that the Tungchow has been seized by pirates infesting Swatow waters.

British warships, the Cruiser Suffolk and sloop Sandwich, and aircraft from H.M.S. Hermes are scouring Chinese waters.

SOVIET DEBTS TO THE UNITED STATES

No Hope Of Agreement At Washington

Washington, Jan. 31.

Possibly a record for shortness in diplomatic conversations was established to-day when M. Troyanovsky, the Soviet Ambassador, visited the State Department to discuss with Mr. Cordell Hull the old Russian debts to the United States, totalling about \$500,000,000 but M. Troyanovsky remained with the Secretary of State for only four and a half minutes.

Subsequently, Mr. Hull, after conferring with members of the State Department for an hour, announced: "In view of the present attitude of the Soviet, I feel we cannot encourage the hope that any agreement is now possible."

He regretted this, he said, because he sympathised with the desire of the American manufacturers and agricultural producers to find a market in the Soviet, and with those Americans whose property in Russia had been confiscated at the time of the revolution.

The Government was most disappointed with the Soviet's rejection of its proposal for a settlement, which represented the limit to which the United States believed they could go without a complete sacrifice of the interests of American claimants against Russia, and without unduly pledging

the credit of the American Government for the purpose of facilitating American-Russian trade.

It would be for the Board of Trustees of the Export and Import Bank which had been organised specifically for the purpose of extending credits to assist the expansion of American trade with Russia to determine whether or not there was any good reason for continuing the bank's existence.

M. Troyanovsky, who was obviously downcast, refused to make any statement.

Reuter.

CONGRESS AGITATION

London, February 1. The "New York Times" Washington correspondent says that the failure of the Soviet debt negotiations is expected to stimulate agitation already growing in the Congress for withdrawing diplomatic recognition from the Soviet. The correspondent points out that the President exercises the exclusive prerogative regarding recognition of foreign Powers. Recognition of the U.S.S.R. was only extended in November 1933 on the understanding that the Soviet regularise its debt to America.

The "New York Times" says America is willing to accept \$150,000,000 over twenty years.

Reuter.

SEVENTY CHILDREN

Shanghai, Feb. 1. The Tungchow was manned by British officers, the master being Captain Smart.

The vessel was carrying 70 school children, escorted by a gentleman and four ladies, there being 14 boys and 10 girls over the age of twelve and 28 boys and 18 girls under twelve years.

GUARDS KILLED

Shanghai, Feb. 1. The Tungchow was located near Hong Kong by the British Naval authorities.

The vessel was pirated. Two Russian guards were killed and the second engineer K. Macdonald was wounded. Everyone else is safe.

Reuter.

CHINESE NAVY SEARCH

Tsingtao, Feb. 1. Before learning that the Tungchow was located, Mayor Shen Hung Lieh ordered the Third Chinese Naval Squadron to search along the Shantung coast.

Reuter.

PROTECTION OF SHIPPING

Query In House Of Commons

London, February 1. Coincidentally with the news of the Tungchow piracy fears comes the announcement that Major-General Sir A. W. F. Knox is asking in the House of Commons on February 6 what measures are being taken to protect British shipping on the Yangtze in view of the prevalence of Communist bands between Nanking and Hankow.

Reuter.

JOINING THE NATIONAL GOVERNMENT

Mr. Lloyd George To Be Approached

London, February 1. The "Morning Post's" political correspondent states that an informal approach will shortly be made to Mr. Lloyd George on behalf of the Government with the object of ascertaining the conditions on which he would be prepared to enter the Cabinet. It is assumed that extensive recognition of the Cabinet would be necessary to find a place for Mr. Lloyd George and it is most improbable that Mr. Ramsay MacDonald would be willing to continue to lead the National Government if Mr. Lloyd George joined.

Reuter.

SILVER MARKET

(From Our Own Correspondent)

London, February 1. London Silver prices to-day were 1/3 down as follows:—

Jan 31	Feb. 1
Spot	24-7/16 24-5/16
Forward	24-9/16 24-7/16

London on New York cross rate at 2 p.m. to-day was 4.8706 compared with 4.8712 at closing yesterday.

U.S. SILVER PURCHASES

Threat To China's Currency

London, Feb. 1. The "Times" Washington correspondent states that coincidentally with Press reports that the monetary system of China is threatened with collapse, which the State Department received with anxiety, there has been no comment from the Senate Agricultural Committee enquiring export trade in the United States.

Some quarters believe this marks the attempt to secure support of the Southern Senators for further silver legislation. It is hoped to show the representatives of the Southern States that all competing nations, including India, Egypt and China are on cheap paper or silver standard and though it is not believed that Senator Wheeler's Bill for free coinage of silver on a ratio of 16 to 1 with gold can be enacted, it is thought that such a show of strength can be made as to compel the Treasury to renewed intensified silver purchases.

Reuter.

AUTOMOBILE INDUSTRY IN AMERICA

Code Extended Until

Washington, Feb. 1. President Roosevelt has extended the Automobile Industry Code until June 16 with amendments designed to spread employment including a demand for an agreement with manufacturers to hold motor shows and bring out new models in the autumn instead of January, also pay ordinary time and half in addition for overtime after a 48-hour week.

Reuter.



DODWELL & CO., LTD.

Sole Agents. Queen's Building. Tel. 20636.

GIANT AIRSHIP FOR U.S.

Recommendations By Commission

Washington, Feb. 1.

The fact that President Roosevelt specially delivered a message to Congress in connection with the Federal Aviation Commission's report is expected to lead to sympathetic action on the part of Congress.

The Commission's chief recommendations are firstly a gradual increase of the Army, Navy and Air Forces until strength is reached of 4,320 fighting planes; secondly, development of commercial air lines across the Atlantic and Pacific; thirdly, immediate construction at Government expense of a giant airship which will be leased to private owners for mail and passenger service across the Atlantic.

Reuter.

JAPANESE LOAN TO CHINA

Reports Denied By Tokyo

Tokyo, February 1.

A Foreign Office spokesman declares that there is no basis of truth in the reports that Japan is considering a loan to China, adding that no Chinese official had approached Japan in the matter.

Japan will not consider such a proposal.

Reuter.

PARCEL POST WITH MANCHURIA

Resumed By Chinese Post Offices

Nanking, Feb. 1.

A circular order issued by Chinese Post Offices states that parcel post services were resumed to-day with Hailuogiang, Kirin, Jehol and Liaoning Provinces, but the puppet regime names are not allowed to be used. Postal remittances and savings banks business are also starting to-day and they will accept remittances from the four Manchurian Provinces.

Reuter.

LONDON THEATRE DISPUTE

London, Jan. 13.

Both sides to the dispute between theatrical managers and the "British Equity" Association of members of the theatrical profession have recently laid their cases before the Ministry of Labour, and the Principal Assistant Secretary for the Ministry, Mr. F. W. L. Leggett, to-day placed before a joint meeting the broad outline of a scheme which would enable the difficulties to be settled for the future.

A sub-committee representing the two parties to the dispute has been appointed to examine the scheme.

British Wireless.

PLANE CRASH DEATHS

Eight Passengers And Three Crew

Berlin, Feb. 1.

Eight passengers and three of the crew were killed when a Deruluth plane of the Berlin-Moscow line crashed at Podeluch near Stettin en route from Danzig to Berlin.

The pilot tried to make a forced landing owing to bad visibility. The passengers were all Germans, including one woman.

Reuter.

SAAR MINES FINANCE

German Nation's Sacrifice

Berlin, Feb. 1.

The Government has refused dozens of offers of golden trinkets to assist in the repurchase of the Saar mines.

An official statement says that this willingness to sacrifice furnishes proof of ideal patriotism, but such sacrifice is unnecessary. The new Reich was sufficiently strong and an understanding had already been reached for safeguarding payments for the Saar mines without resorting to gold and foreign currency reserves of the Reichsbank.

Reuter.

MANCHUKUO-SOVIET TROUBLE

Changchun, Feb. 1.

Trouble is looming on the Amur River with the Soviet announcement that the Soviet alone will soon be dredging the river on the Soviet side. Manchukuo is warning the Soviets that the action violates the Waterways Agreement which requires co-operation.

Reuter.

COMMONWEALTH FOR THE PHILIPPINES

Road To Complete Independence

Manila, February 1.

A national plebiscite on the constitution for the Philippines Commonwealth will be held if President Roosevelt approves the completed draft.

The new constitution recognises American sovereignty over the Philippines. The Commonwealth form of relationship is intended as a transitional road from the present territorial status to complete independence.

During the Commonwealth period, the Philippines' products will enjoy preference in the American market and elementary education will be conducted primarily in the English language.

Reuter.

MONDAY'S INTERPORT SOCCER MATCH

Hong Kong Chances Good

(By "PIVOT")

Football fans are all looking forward to the classic day on Monday when Hong Kong will be at home to Shanghai. In view of this important match there are no senior games on the card this week-end.

Much has been written about the composition of the Hong Kong team; there is no gainsaying the fact that the team selected is truly a representative one. Hong Kong is fortunate to have at their disposal such a collection of brilliant and versatile players of equal calibre. This has made the selectors' task all the more difficult.

Most people are agreed on the positions allotted, but I am inclined to believe that A. V. Gosano will be wasted at right half. Granting that this all rounder is capable of taking charge of this position, I think the selectors should have thought of giving the right man his right position. "A.V." is most suited at back, partnering either Li or Pile, would be more formidable defence than the present combination.

The right wing berth too should have been given more consideration. Tso is partnering his Club mate, Tam. He has played well in current league but taking his display in the Trials, B. Gosano has shown that he is far more superior to the Chinese. If I remember rightly, Tso had previously played for Hong Kong in the same berth and his display was anything but commendable. The importance of the occasion will react on him and this will have a telling effect on his display on Monday.

The left wing position too should have been given thought. Bickford is no doubt a tricky player, but there are other essential factors to make up a fast and clever winger. Baldry is just as good. If not better than he, what with his experience in major games. The Chinese too can easily provide two men for that berth in the persons of Ip and Tay. The former is the cleverest left winger at present available in the Colony.

The Chances

Shanghai is sending down a very formidable combination. They have included two ex-local players. C. Remedios and N. Z. Lee, both of whom played with marked success when they were here, the former has represented Hong Kong before he left for the Northern port. They have other players in the team that have taken part in interport football: Bolserrie, Madar, Collaco, and Favacho are not new to us. A great disappointment is felt by soccer enthusiasts, especially the Chinese, that they will be unable to see their "once idol" of Hong Kong, at play. Suen Kam Shun found it hard to get away at the last moment.

The two teams are very evenly matched. Hong Kong will be playing with the advantage of being at home. This though a slight factor will have a telling effect, but as the Northern team has always been known to be great fighters they will easily overcome this.

They have just as fast a forward line as Hong Kong. In the defence, Shanghai will be best served in the full backs. Although Symons is not as good as Stanley Gash he will no doubt prove a valuable substitute.

The game is certain to be fought out at a great pace. The exchanges will not be settled until the final whistle. Whatever happens it will surely be a game full of thrills, excitement and sensations and I hope that the better team will win.

PEN SKETCHES OF HONG KONG TEAM

Wong Wing

One of the best custodians seen for a long time. Cool under pressure, anticipating and clearing well. Seldom beaten with ground shots.

Li Tin Sang

The stonewaller of South China "A". Has been responsible for relieving many a dangerous situation for his team. A sure kicker and relentless tackler. Kicks well with both feet.

C. Pile

Another sticker. Good anticipations and clearances. Heads well and makes use of both feet to good advantage.

A. V. Gosano

An all rounder and a great asset to any team. His footwork is a delightful feature of his play. Tackles well, heads well and rarely puts a foot wrong to the ball.

R. H. K. GOLF CLUB

Starting Times For Holidays

The starting times for to-morrow, Monday and Tuesday at Fanling are as follows:—

SUNDAY

Old Course

9.36 a.m. Col. Williamson* and Capt. Mitchell

9.40 " Cdr. Tetley and Major Wren

9.44 " A. D. Humphreys and A. Ritchie

9.48 " S. A. Sleap and H. T. Buxton

9.52 " T. A. Jenkins and D. K. Hishop

9.56 " D. A. Campbell and G. W. Stubb

10.00 " R. M. Wood and D. S. Edward

10.04 " C. W. E. Bishop and W. Woodward

10.08 " R. I. Cherrill and A. A. Brenner

10.12 " D. W. MacEwen and A. McKellar

10.16 " E. M. Bryden and R. C. Webb

10.20 " J. MacKnight and A. W. Muir

10.24 " W. J. Carrie and W. J. Weddington

10.28 " N. K. Littlejohn and T. C. Monaghan

10.32 " W. J. Jamieson and D. J. Gilmore

10.36 " A. E. Lissaman and I. H. Geare

10.40 " D. L. Prophet and J. Forbes

10.44 " W. W. C. Shewan and G. H. Bond

10.48 " H. H. Mundy and W. A. Stewart

10.52 " C. Thwaites and P. S. Grant

10.56 " C. Austin and G. A. Stewart

11.00 " E. Bathurst and P. Morrison

11.04 " A. C. I. Bowker and W. M. Barton

11.08 " D. Ellis and W. H. B. Rigg

11.12 " Cdr. Hole and J. H. McElroy

11.16 " A. K. Mackenzie and J. E. Ross

11.20 " J. G. Pichler and J. S. MacLaren

11.24 " C. C. Stark and E. W. G. Malcolm

11.28 " F. A. Redmond and A. B. Purves

9.36 a.m. W. N. A. and Mrs. Smalley

9.44 " T. A. Pearce and P. H. Scoones

9.52 " Mrs. Mackenzie and Mrs. Ross

10.00 " Mrs. Stark and Mrs. Malcolm

10.04 " W. S. and Mrs. Hillier

10.12 " H. and Mrs. Overy

10.16 " J. L. and Mrs. Adams

10.24 " L. Goldman and E. A. Brodie

10.28 " J. F. Robinson and L. R. Billingham

10.36 " R. Sanger and H. H. Fethick

10.40 " W. Pittendrigh and H. N. Williamson

10.48 " R. A. Rodgers and J. W. Mayhew

* Caddies from Superintendent.

Unsuccessful in ballot for Old Course.

MONDAY

Old Course

9.36 a.m. G. T. May* and R. C. Webb

9.40 " S. H. Dodwell and I. H. Geare

9.44 " R. Young and A. Ritchie

9.48 " W. J. Carrie and W. J. Weddington

9.52 " R. E. Collings and W. S. Hillier

9.56 " H. Hampton and W. Peterson

10.00 " R. A. Rodgers and J. A. Shaw

10.04 " J. S. MacLaren and C. H. Bradley

10.08 " W. L. Marshall and H. H. Fethick

10.12 " H. H. Mundy and A. C. I. Bowker

10.16 " J. R. Collis and L. M. S. Lloyd

10.20 " K. K. Rounds and R. Sanger

10.24 " C. Mycock and H. Overy

10.28 " D. Hope Gill and C. Austin

10.32 " D. L. Newbigging and P. Morrison

10.36 " H. A. Browning and G. A. Stewart

10.40 " D. A. Campbell and J. T. Edkins

10.44 " D. Ellis and R. L. S. Webb

10.48 " W. H. B. Rigg and P. H. Scoones

10.52 " G. H. Bond and J. Forbes

10.56 " W. N. A. Smalley and J. W. Mayhew

11.00 " Major Wren and Capt. Mitchell

New Course

9.36 a.m. Mrs. Adams* and Miss

INTERPORT HOCKEY

Shanghai Ladies' Team Arrive

When the s.s. Tatsuta Maru berthed at the Kowloon Wharf yesterday afternoon she had on board the Shanghai Lady Hockey players who were met by representatives of the Hong Kong Ladies Hockey Association, pressmen and others.

Mrs. W. Weston the non-playing captain did not sail with the girls but is expected on the s.s. Empress of Canada to-day. The girls look very lively and gave an indication that they are out to play hockey as it should be played.

Interviewed on arrival yesterday Miss Esther Bloomfield said that they had quite a pleasant trip down. The girls stood the sea test well and were all in the pink.

Regarding the composition of the team Miss Bloomfield said that their strength lies in their defence and they have a fast and dangerous pair of forwards in the Collaco sisters. They are all anxious to have their first work out. Regarding the chances of winning she said that they have a strong combination and are out to give Hong Kong a good fight but she declined to make any definite prediction regarding their encounter against Hong Kong.

They will meet the Hong Kong Hockey Ladies Club (last year's Champions) at Sookunpoo to-day at 3.30 p.m.

The following are the players and reserves that arrived yesterday:—

Miss Gladys Ephgrave (Ex-Public School for Girls); Miss Frances Bomko (Ex-Public School for Girls) and Miss Evelyn Vical (Junior Athletic Club); Miss Esther Bloomfield (Sportsgirls); Miss Hilda Gunther (German Hockey Club) and Mrs. Cecile Getz (Sportsgirls); Miss Hilda Collaco (Junior Athletic Club); Miss Claire Nichols (Sportsgirls); Miss Declina Eardley (Ex-Public School for Girls); Miss Amanda Collaco (Junior Athletic Club) and Miss Jean Raeburn (Amazons).

Reserves—Mrs. Nellie Becke (Hampshire); Miss Iris Mottu (Sportsgirls); Mrs. Grille Heinzerling (Sportsgirls); Miss Maggie Silva (Junior Athletic Club); Mrs. Theima Collaco (Junior Athletic Club) and Miss Winnie Ambrose (Amazons).

GENERAL GOERING IN POLAND

Warsaw, Jan. 31.

The Prussian Premier, General Goering who, on the invitation of the President of the Polish Republic, Moscicki had been participating in a state hunt in the Bialowiec forests left for Warsaw on Thursday on the termination of the hunt. Before departing for Berlin, Goering was received by Marshal Pilsudski in Belvedere Castle, the two statesmen conferring for over one and a half hours.

Transocean Kuo Min.

Whitmaster*

9.44 " Mrs. Mycock and Mrs. Overy

9.52 " Mrs. Smalley and Mrs. Webb

* Caddies from Superintendent.

TUESDAY

Old Course

9.36 a.m. J. C. Taylor* and A. K. Mackenzie

9.40 " E. A. Brodie and J. W. Alabaster

9.44 " W. Pittendrigh and J. Forbes

9.48 " H. H. Beddow and G. H. Bond

9.52 " C. H. Bradley and F. Austin

9.56 " A. T. Lay and R. I. Cherrill

10.00 " Cdr. Hole and E. des Voaux

10.04 " Chartered Bank and K. C. R.

10.08 " R. A. Rodgers and C. J. Stellingwerff

10.12 " W. L. Marshall and H. H. Fethick

10.16 " W. J. Waddington and A. Ritchie

10.20 " G. Marselle and P. Morrison

10.24 " L. E. Billingham and R. C. Webb

10.28 " R. H. Davies and W. N. A. Smalley

10.32 " D. A. Campbell and C. Austin

10.36 " D. E. Robt and R. Young

10.40 " K. E. Greig and I. H. Geare

10.44 " W. J. Carrie and R. K. M. Simpson

* Caddies from Superintendent.

FANLING HUNT RACES

Entries And Weights For February 10

The entries and weights for the next race meeting of the Fanling Hunt and Race Club to be held on Sunday, February 10 are as follows:—

1.—The Sun Kum Shan Handicap:

A Steeplechase of 2 Miles for Australian Ponies not exceeding 14.3".

Winner—A Cup: 2nd \$30, 3rd \$20.

Entry \$3.

Ponies Weights

Belinda 166

Black Magic 150

Flummery 156

Kashgar 166

Kilrea 158

Lucy Glitters 156

(8 Entries)

2.—The Fat Choy Handicap Hurdle

Race: 1½ Miles for China Ponies.

Winner—A Cup: 2nd \$30, 3rd \$20.

Entry \$3.

Ponies Weights

Canary 150

Cebu 153

Chivalrous 158

Cloudy Eve 150

Elvira 156

Festival Eve 166

Marina 153

Movansgher 150

No Fear 158

Racing Pluck 168

Soldier of Italy 165

Spinaway 158

Valley Hall 155

Widnes 156

(14 Entries)

3.—The Sheung Shui Steeplechase:

A Handicap of 1½ Miles for China Ponies.

Winner—A Cup: 2nd \$30, 3rd \$20.

Entry \$3.

Ponies Weights

Banjolina 150

Burgomaster 168

Darien 152

Glenshee 150

Josephine 150

Marina 150

Pride of Tsingtao 163

Punch 156

Racing Pluck 166

Spinaway 156

Tillicum 160

(11 Entries)

4.—The Fox Hunters' Race: Light

Weight Division. Over a country course finishing over hurdles on the Race Course.

For China Ponies bona fide hunters. Catchweight 160 lbs.

Winner of the Governor's Cup in 1934 10 lbs. extra.

Winner—A Cup: 2nd \$30, 3. \$20.

Entry \$3.

Ponies Weights

Festival Eve 160

Jack O' Lantern 180

Potsdam 160

Skewald Griffin 160

The Cutlaw 160

The Dun 160

The Gadwall 160

Toby 160

Tom Cobley 170

Tunnel 160

Valley Hall 160

Wigan 160

Zephyr 160

(13 Entries)

5.—The Diana Cup: A Handicap

hurdle race of 1½ Miles for China Ponies bona fide hunters. winners of any race at

Kwanti this season barred. To be ridden by ladies.

Winner—A Cup: 2nd \$30, 3rd \$20.

A Souvenir will be presented to the winning rider. Entry \$3.

Ponies Weights

Auction Bridge 128

Ebony Idol 128

Happy Hit 128

Hurry On 125

Jan Stewer 135

King Willow 125

Marina 140

Skene 120

Spinaway 145

Spring 140

The Wanderer 125

Wakenfield 140

Wembley Stag 145

(13 Entries)

6.—The Fox Hunters' Race: Heavy

Weight Division. Over a country course finishing over hurdles on the Race Course.

For China Ponies bona fide hunters. Catchweight 175 lbs.

KACHEK NOTES

January 26.

Chinese New Year season is approaching and markets are crowded. January 14th to 18th were considered lucky days for weddings and red bridal chairs were much in evidence. Prices of pork and other foodstuffs went up because of the demand, but no buffalo meat or beef was on sale in Kachek for several days. It seems that the taxes were suddenly increased so much that the butchers simply decided not to kill any animals. A week later meat was on sale so an adjustment must have been effected.

It has been customary to load the touring cars plying between Kachek and Hoihow with eight to ten passengers and some 2000 cabbies of freight. Recently Hoihow authorities decreed that a maximum of only 1500 cabbies of freight and four passengers could be carried, principally on account of wear and tear on roads. Kachek car-owners got together and made an agreement among themselves that passengers must purchase tickets at \$3.00 for one way and that cars should make the trip by scheduled turns. This penalizes the better cars, which can make the trip to Hoihow and back in one day easily, and sometimes make a round trip and a half, but is an advantage to the slower cars. All rules are broken though when a steamer lands scores of passengers in Hoihow who are returning from the South Seas, and a steady stream of cars pours into Kachek, each so loaded down that actually the cars themselves are not visible. Conversely, when a coolie steamer is advertised to leave Hoihow for the south, many men and women will be seen walking calmly along the road north of Kachek, coolies carrying their baggage. Cars roll out of the market with the prescribed four passengers, and pick up a real load a mile or so up the road. And other cars, probably not licensed to carry Hoihow fares, appear from the neighbouring villages and load up well outside the market. In both cases passengers probably leave the cars some distance outside of Hoihow and go in on foot or by ricksha.

At a roadside inn we noticed a brilliant red paper carefully pasted up and evidently containing a notice of some sort. It proved to be an advertisement of a junk expecting to sail soon for the south. It guaranteed landing but not at a regular port, as its passengers would be those attempting to reach the south without going through regular immigration channels. Many people are taking the chance of getting into their desired haven that way. Fare on these junks is said to be approximately \$11.00—the notice gave no definite terms but told those interested to inquire in a certain shop in a certain market. Food and water for drinking purposes are provided. When asked what happened if the junks were caught in this smuggling business, men shrugged their shoulders and said the junks were never caught, and that the passengers would at most only be put to work for a few months and then be furnished passage back to Hainan. Some say such deported men are branded with a hot iron but others deny the report.

Kite Flying

Kachek is not much given to flying huge kites such as are often seen in the air near Hoihow. Last month a representative of a Hoihow firm, which has a branch sausage-shop in Kachek, had a huge centipede kite sent down from Hoihow. The head resembled a tiger's face more than anything else, and there were a hundred paper sections for the body, strung about four feet apart. Several times the attempt was made to put it up but it was too heavy for the amount of wind prevailing at this time of year, and only the tail and about half the body would rise. Finally it did go up a little way only to fall ignominiously into the little river below the hilltop where it had been started—and several tens of dollars went to waste.

Fishing Made Easy!

A recent trip to villages near the seacoast brought two interesting items to our notice. One is the custom of drugging fish so that they can be easily caught. The material in use in this particular locality is the refuse left after extracting the oil from the nuts of a native tree—the oil which is used for hair oil, and the refuse, cakes used as a shampoo soap by women. A group of men will form a pool and put in from fifty cents to a dollar apiece to buy the material. They string their nets across the entrance to the arm of the sea near them and pour in the soapy material. The fish are

AMAZING SCENE AFTER MATCH

Man Chased By Crowd

Shanghai, Jan. 28.

Chased by a soccer crowd of 150 people, a Russian yesterday was saved from trouble on the Race Course by the intervention of members of the Shanghai Municipal Police, off duty and in plain clothes, while three others also received protection.

Yesterday's affair occurred some minutes after the first division league match between the Jewish Recreation Club and the Royal Inniskilling Fusiliers had concluded. Two separate incidents were settled by the peace-makers within a few minutes, the crowd being in an excited mood following the soccer match in which a Jewish player had been sent off the field. The game had ended in a draw.

Trouble Amongst Crowd

There had been some instances of vigorous tactics by one or two individual players in the match, but nothing particularly serious occurred and the match ended comparatively peacefully. After it had ended supporters, it is said, of the Jewish side argued with a player. The argument grew a little warm and some blows were struck by partisans of both sides. Members of the S.M.P. present in plain clothes and in the sole capacity of spectators, assisted civilians and soldiers to smooth matters over, and everything calmed down.

It then happened that a Russian who had been watching another game walked by. He called out a few words, which were interpreted by the Jewish members of the crowd to be uncomplimentary, and consequently he was attacked.

The man, by the name of Stepanoff, was rescued by peace-makers, and four soldiers and a man in civilian clothes offered to escort him off the field, which happened to be the Widow's Monument ground. The party moved off, but when they got near the Shanghai Recreation Club Stepanoff decided to run for it, instead of staying with his escort. He made off behind the Shanghai Recreation Club and the crowd, seeing him on his own, joined in a hue and cry.

Taken to Recreation Club. More members of the Police, some who had been watching matches and some who had been playing and were still in soccer kit, came to the man's assistance and he, and three others who were soon in the heat of an argument, were removed for safety to the Shanghai Recreation Club.

Inspector W. D. McGilivray, of Chengtu Road Station, went to the Recreation Club when he received information that there had been trouble at the Race Course. Later on he returned to his station, where the four men had been rescued also proceeded. It is understood that they made statements before they left for their homes.

stupidified by it but not killed and are easily caught. This particular night—only small fish—were obtained, each share being about four catties.

The families of a large and fairly prosperous village near the coast, called Hal-bi-sang or Sea-side Ricefield, are all of the same surname, Tsak. This is an unusual name, not listed in the "Hundred Surnames," and there is a tale about it. Ten generations ago, according to the generation names of the descendants, probably about four hundred years ago, a sailing junk from the mainland of China was wrecked on the coast of Hainan near where this village is located. All the able-bodied men aboard the junk jumped into the sea hoping to save themselves, but all were lost. A lame man who knew he had no chance in the sea clung to the wreckage and was washed ashore. He settled among the people and married a blind woman; the only woman in the region who was willing to marry a cripple. They took this surname "Tsak," meaning to plant or set up, and from their union has come the family of to-day, a clan of considerable local importance.

Communist Propaganda

The twelfth month is usually the time when there is considerable local thievery, stealing of cattle, etc. Two days ago some cattle thieves were caught in Vang-cheng district and taken to the No-lak market militia headquarters. They were not armed, and search revealed nothing until just as they were about to be released some one suddenly noticed that their caps

PROGRESS IN GERMANY

Economic Revival Indications

[Special to the "Hong Kong Daily Press" (Copyright).]

Berlin, Jan. 31.

Interesting figures indicating the remarkable progress made in Germany's economic revival in the course of the past two years were given by Secretary of State Reinhardt of the Reich Ministry of Finance in an address delivered here on Thursday in which he announced that the taxable turnover in the Reich had increased from 65 milliard marks in 1932 to 75 milliard marks in 1933 and to approximately 100 milliard marks last year. The turnover tax yielded 1,900 million marks which were 200 millions more than the estimates.

The total revenues for 1934, including taxes and custom amount to 8.9 milliard, exceeding the preceding year's revenues by 1,100 millions; this surplus being chiefly employed to cover the amounts already debited to future budgets in order to raise the necessary funds for the Government's extensive work-creation programme.

According to Reinhardt's computations, the national wealth, which in 1933 had already increased by 2.3 milliard, has in 1934 grown by 7.3 milliard to a total of 55 milliard.

In conclusion, the speaker raised a faint hope in the breast of his hearers by declaring that the income-tax would be the first to be lowered as soon as the surplus in revenues exceeds the sums needed for covering the expenditures already charged to future budgets.—*Transocean Kuo Min.*

WIDOW'S GRIEF LEADS TO SUICIDE

Nanking, Feb. 1.

Grieved at the death of Mr. Lu Ti Ping, former Governor of Chekiang, which occurred yesterday, his concubine, a girl of twenty-six, jumped to her death from a second storey window today.

Landing on the pavement, she fractured her skull and died in hospital.

Deceased had four children and was expecting another shortly.—*Reuter.*

PASSENGERS

S.S. "President Grant"

The following passengers disembarked ex S.S. President Grant which arrived yesterday from Manila:

Rev. Ramiro Abella, Mr. Santiago Compean, Mr. Thomas Galca, Mr. A. V. Garcia, Dr. S. Gatchallan, Mr. C. A. Gomes, Mrs. J. F. Gomes, Mr. and Mrs. F. A. Hill, Master Robert Hill, Rev. Julio Ibanez, Mr. S. K. Lee, Master Wm. McClure, Dr. S. Mircea, Rev. Julian Musol, Mr. and Mrs. Geo. Waard, Mr. and Mrs. G. H. Williams, Dr. and Mrs. W. W. Wynkoop, Mr. J. E. Swan.

S.S. "Hakusan Maru"

The list of passengers who disembarked ex Hakusan Maru which arrived yesterday from London via Singapore were:

Madam C. de R. Bonnet, Mr. and Mrs. M. R. Bottal, Mr. and Mrs. G. D. Corvissano, L. Mast. Corvissano, Miss R. Corvissano, Mr. C. Dante, Mr. P. Freedman, Miss R. Freedman, Mr. C. L. E. Rumpreys, Mr. C. de Jumilhac, Miss L. Kucher, Miss C. Maglanod, Mr. T. Mackie, Mr. and Mrs. W. J. Maurice, Mr. and Mrs. A. L. de Monpezat, Miss F. de Monpezat, Master H. de Monpezat, Dr. A. D. Mora, Miss E. D. Mora, Miss G. Nicholson, Mr. N. Peters, Mr. and Mrs. T. E. Pegg, Miss C. Pegg, Mr. J. H. Seth, Miss R. Stratton, Mr. John Swire, Mr. M. Van Ryswyck.

looked peculiar and ordered them to be taken off. They were stuffed with posters addressed to the common people, written urging that on the coming Lenin anniversary every one should fight for their rights, etc. All through the country there are recrudescences of communist propaganda not very serious it is true, but showing that the ideas still remain with many, and threatens difficulties. If military forces are removed entirely, the Kachek authorities have given notice that there is to be no firing of crackers until the night of the thirtieth of the old year, lest confusion and trouble arise from the explosions.

ANGLO-FRENCH ACCORD

Berlin Press Comment

[Special to the "Hong Kong Daily Press" (Copyright).]

Berlin, Jan. 31.

Glowing London and Paris reports alleging that a preliminary Franco-British accord was reached on the formula for reconciling Germany's claim to equality with the French security demands were featured by the Berlin evening Press on Thursday, but only "Tageblatt" as yet ventures on lengthy editorial comment dealing chiefly with the general agreement within the framework of the League of Nations which is said to have been proposed as the basis for the solution of all problems of disarmament and security.

"It is advisable," writes the paper, "to maintain reserve in forming judgement on this so-called general pact which is to include the eventual agreement with Germany. The German Government has never indicated that the Reich's return to the League is an impossibility, but the Chancellor has, in a recent interview with a foreign Pressman, explained far extensively than ever the reasons why Germany must entertain grave misgivings concerning the League. These misgivings in part concerned with the facts which are supposed to be revised in the forthcoming London discussions. But many doubts remain as to certain features inherent to the League's constitution. The League of Nations is a brilliant idea in theory but not in practice since its procedures created more discord than it had ever been an instrument of removing. Its entire structure is opposed to the realistic and upright tendency of the German policy. The proposal that Germany must return to Geneva in order to attain practical equality on the basis of a general military convention merely symbolises a scheme of reincorporating Germany in the general plan of the

EXPLOSION IN RUMANIA

Children Perish In Cottage

[Special to the "Hong Kong Daily Press" (Copyright).]

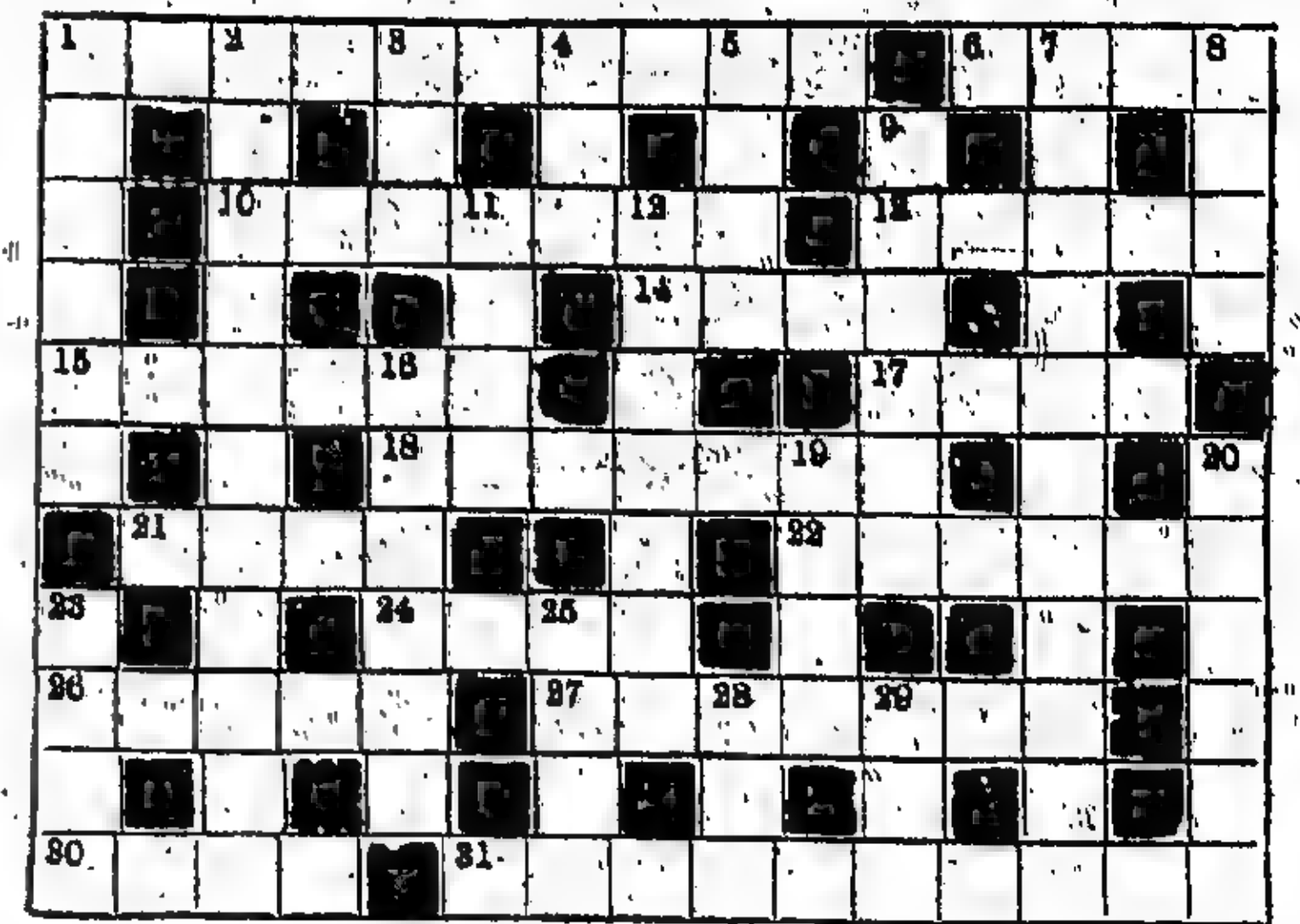
Bucharest, Jan. 31.

A terrific explosion shook the village of Dersida near Klapensburg on Thursday as one of the cottages literally flew up into the air in a sheet of flame. On the owner and his wife returning to find their home nothing but a heap of smoking debris, the wife's first thought was her children who had been left in the house. The villagers who had rushed to the spot when the explosion occurred and done their best to prevent the flames spreading to other buildings, could do nothing save to point at a few bits of charred clothing and bones they had been able to find. The distracted mother was driven out of her mind at the sight and had to be conveyed to an asylum.

The father who works in a neighbouring quarry was also almost demented at the thought that he had left dynamite cartridges in the pocket of his working jacket hanging in the kitchen, since the only explanation of the tragedy is that the children exploring the pockets found the dynamite, and, unaware of its nature, threw it into the fire.—*Transocean Kuo Min.*

European policy initiated by France—a plan already envisaged by Briand and subsequently adopted by Barthou and which recently triumphed in Rome. Germany will shortly have to face great decisions concerning not only the English and French proposals regarding technical equality, but also her attitude towards the entire system of European politics. Her equality has been made conditional on certain fundamental principles and the task, estimating their consequences, will make great demands on the astuteness of German statesmen.—*Transocean Kuo Min.*

CROSSWORD PUZZLE



Note:—Figures in parentheses indicate number of letters in the words required.

Across

- 1.—Cock-a-hoop! (10).
- 6.—Appear (4).
- 10.—A Derbyshire Peak town (7).
- 13.—Greek dialect (5).
- 14.—Suffer (4).
- 15.—Sky (6).
- 17.—Attract (4).
- 18.—Gape openly (7).
- 21.—One sovereign (4).
- 22.—Rocky (6).
- 24.—Unemployed (4).
- 26.—Brown bear (5).
- 27.—Additional things (7).
- 30.—Next (4).
- 31.—Mole (10).

Down

- 1.—Educated (8).
- 2.—We get no thanks for "it" during tea (anagram) (11).
- 3.—Low (3).
- 4.—Some other man's (3).
- 5.—Back of a neck (4).
- 7.—Immoderate (11).
- 8.—A good deal (4).

8.—Temper (6).

- 11.—Having good reason (4).
- 12.—Compelled (7).
- 16.—Border (6).
- 19.—To make well (4).
- 20.—An assistant (6).
- 23.—Be a party to (4).
- 25.—A wild retreat (4).
- 28.—A Roman goddess (3).
- 29.—Is enough for the present (3).

The following is the solution of yesterday's puzzle:—

- Across—4. Material; 8. Displace; 9. Revoke; 10. Camelopard; 13. Heron; 14. Yonder; 17. Upkeep; 21. Negus; 24. Reasonable; 25. Excuse; 26. Coalesce; 27. Response. Down—1. Micah; 2. Upper; 3. Rayon; 4. Messalliance; 5. Tardy; 6. Raven; 7. Ankle; 11. Meek; 12. Lone; 15. Oxen; 16. Drub; 18. Pixie; 19. Equip; 20. Freen; 21. Noyan; 22. Gavel; 23. Slick.

PEACEFUL NOTE IN MOSCOW

[Special to the "Hong Kong Daily Press" (Copyright).]

Moscow, Jan. 31.

Sounding a somewhat peaceful note than the War Commissary Tuchatcheffski in his sensational speech on Wednesday in which he revealed astounding figures of Soviet armaments, the President of the Council of Peoples Com-

missaries, Molotov, once more addressed the Soviet congress on Thursday, stressing that while the Soviet Government continued to fully equip its army, it would also continue in its sincere endeavours to maintain peace.

A resolution endorsing the entire policy of the Soviet Government will be introduced on Thursday evening and is expected to be passed by a practically unanimous vote.—*Transocean Kuo Min.*



DIRECTORY & CHRONICLE

OF

CHINA, JAPAN, MALAYA, STRAITS SETTLEMENTS, BORNEO, SIAM, PHILIPPINES, KOREA, INDO-CHINA, NETHERLANDS INDIA, ETC.

for 1935

PUBLISHED ANNUALLY SINCE 1862

AN ESSENTIAL REFERENCE BOOK FOR ALL BUSINESSMEN

FEATURES OF THE DIRECTORY

COMPLETE ALPHABETICAL LIST OF MERCHANTS, MANUFACTURERS, IMPORTERS & EXPORTERS FOR THE WHOLE OF THE FAR EAST.

CLASSIFIED LIST OF TRADES & PROFESSIONS, LISTS OF POWER STATIONS, TIN MINES, SUGAR CENTRALS, COTTON, OIL & FLOUR MILLS, SILK FILATURES, ETC.

BUYERS GUIDE

SPECIAL ENGINEERING SECTION.

TREATIES

TRADE REGULATIONS.

CUSTOMS TARIFFS.

LIST OF CABLE ADDRESSES.

USE THIS ORDER FORM

To THE HONGKONG DAILY PRESS, LTD.,
11, ICE HOUSE ST., HONG KONG.

DIRECTORY & CHRONICLE OF CHINA, JAPAN, ETC.

1935 EDITION—\$12.00 PER COPY (PACKING & POSTAGE EXTRA)

PLEASE SEND US

COPIES OF THE 1935 EDITION

CHINA NAVIGATION COMPANY, LIMITED.

SINGAPORE	
WINEHAI	On 2nd Feb. 4 p.m.
CHONGHAI & TIENTSIN	On 3rd Feb. Noon
SHANGHAI & TIENTSIN	On 3rd Feb. 5 p.m.
FOOCHOW, SHANGHAI & DALIAN	On 5th Feb. 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	On 6th Feb. 10 a.m.
AMOI & SHANGHAI	On 6th Feb. 5 p.m.
BANGKOK	On 6th Feb. 4 p.m.
SWATOW, AMOI & SHANGHAI	On 8th Feb. 10 a.m.
HOHOW, PAKHOI & HAIPHONG	On 8th Feb. 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	On 10th Feb. 10 a.m.
FOOCHOW & SHANGHAI	On 10th Feb. 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	On 13th Feb. 10 a.m.
AMOI & SHANGHAI	On 13th Feb. 5 p.m.
SWATOW, AMOI & SHANGHAI	On 15th Feb. 10 a.m.
HOHOW, PAKHOI & HAIPHONG	On 15th Feb. 5 p.m.
AMOI, SWATOW & SINGAPORE	On 17th Feb. 10 a.m.
SWATOW, SHANGHAI & TIENTSIN	On 17th Feb. 5 p.m.
FOOCHOW, SHANGHAI & DALIAN	On 20th Feb. 10 a.m.
SWATOW, SHANGHAI & TIENTSIN	On 20th Feb. 5 p.m.
AMOI & SHANGHAI	On 20th Feb. 5 p.m.
HOHOW & BANGKOK	On 26th Feb. 3 p.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.
TELEPHONE 30331.

CARGO AND BAGGAGE CAN BE LOADED AT THE OFFICE OF BUTTERFIELD & SWIRE.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila Thursday 1st, Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTH & TAIPIING (OIL)
FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE
OPEN AIR SWIMMING POOL
ELECTRIC LAUNDRY, BARBER SHOP, SURGEON & STEWARD'S CARRIED
Enjoy Your Leave in Austr. 'a and New Zealand. Hong Kong to Sydney—19 Days
FIRST CLASS FARE TO LONDON, 276 RETURN
(via Australia) from 2127-16-0

STEAMERS	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
CHANGTH	8 Feb.	15 Feb.	18 Feb.	6 Mar.
TAIPIING	5 Mar.	12 Mar.	15 Mar.	31 Mar.
CHANGTH	9 April	16 April	19 April	5 May
TAIPIING	9 May	17 May	20 May	6 June

AUSTRALIAN-ORIENTAL LINE, LIMITED

Sailings subject to alteration without notice.

For Freight or Passage, apply to— BUTTERFIELD & SWIRE,
Agents,
HONG KONG, CHINA & JAPAN.
Telephone 30333.



MAERSK LINE

Fast regular FREIGHT and
PASSENGER SERVICE

via

Shanghai, and Japan.

to

LOS ANGELES, PANAMA, NEW YORK, BOSTON,
PHILADELPHIA & BALTIMORE.

If sufficient inducement offers also other ports of call.

Arrivals from U.S.A. Sailings to U.S.A.

7th Feb. ... M.V. "ANNA MAERSK" ... 1st Mar.

4th March ... M.V. "GERTRUDE MAERSK" ... 26th March

(All dates are subject to alteration without notice.)

EXCELLENT ACCOMMODATION FOR PASSENGERS

AT MODERATE RATES.

For Freight and Passage please apply to—

JEBSEN & CO.

Canton, Shamsen, B.C. Agents. Hong Kong, Peking Building.
Tel 10916. Tel 28363.

PRINCE LINE—SILVER LINE

JOINT SERVICE

FORTNIGHTLY SAILINGS

TO

HALIFAX (NOVA SCOTIA CANADA),

BOSTON

AND

NEW YORK

CALLING AT NAPLES

M.V. "SIAMSE PRINCE" ... Feb. 4th, 1935

M.V. "SILVERTEAK" ... Feb. 17th, 1935

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

For Passage Rates, Freight, etc., apply to—

FURNESS (OF FAR EAST) LTD.

(Incorporated in Great Britain)

Kings Building

Telephone: 22185

Telegram: Furnprince

DOUGLAS STEAMSHIP CO., LTD.

SAILINGS FOR SWATOW, AMOI & FOOCHOW & RETURN

TUESDAYS AND FRIDAYS AT 4 P.M.

S.S. "HAICHING" on TUESDAY, 5th FEB. 3 P.M.

S.S. "HAINING" on TUESDAY, 12th FEB. 4 P.M.

S.S. "HAIYANG" on TUESDAY, 19th FEB. 3 P.M.

Subject to alteration without notice.

SWATOW-HONGKONG SERVICE.

SAILINGS FROM HONGKONG

SUNDAYS & WEDNESDAYS AT 4 P.M.

S.S. "SHISTAN" on SATURDAY, 2nd FEBRUARY

Arrivals and Departures from the Company's Wharf (Near Blake Pier)
ROUND TRIP TICKETS will be issued from HONGKONG to
FOOCHOW (Rangoon Agency) and return by the same steamer
at the reduced rate of \$100.00 including meals while the steamer
is at Port (Time for Round Voyage 9 Days)

For Freight and Passage apply to—

DOUGLAS LAPELLE & CO., LTD.

General Managers. P. & O. Building.
Tel. 40127 and 40128.

ADVERTISED SAILING FROM HONG KONG

NORTHWARD

FROM HONG KONG TO COAST
PORTS AND JAPAN.

Amoy.

Haiching, Douglas', February 5.
Taiyuan, B. & S., February 6.
Shirala, B.I. (Apost), February 7.
Tjisdane, J.C.J. Line, February 7.
Haining, Douglas', February 8.
Kwangtung, B. & S., February 8.
Haiching, Douglas', February 12.
Hoichow, B. & S., February 13.
Haiching, Douglas', February 15.
Yochow, B. & S., February 15.
Kutang, Jardine's, February 16.
Anhui, B. & S., February 17.
Tilawa, B.I. (Apost), February 21.

Choochow.

Yunnan, B. & S., February 3.
Hopsang, Jardine's, February 10.

Daluy.

Bochum, Jensen's, February 3.
Teau, B. & S., February 5.
Aeneas, B. & S., February 6.
Coblentz, Melchers', February 10.
City of Norwich, Bank Line, Feb. 12.
Kulmerland, Jensen's, February 15.
Hoichow, B. & S., February 17.
Foyebank, Bank Line, February 19.
Saale, Melchers', February 22.

Foochow.

Haiching, Douglas', February 5.
Teau, B. & S., February 5.
Haining, Douglas', February 8.
Hopsang, Jardine's, February 10.
Nanchang, B. & S., February 11.
Haiching, Douglas', February 12.
Haiching, Douglas', February 15.
Hoichow, B. & S., February 17.

JAPAN (Direct).

Rakuyo Maru, N.Y.K., February 13.
Atsuta Maru, N.Y.K., February 15.
Kutang, Jardine's, February 16.

Otazu.

Somali, P. & O., February 2.
Bangalore, P. & O., March 2.

Shanghai and Japan.

Pros. Grant, A.M. Line, February 2.
Bochum, Jensen's, February 3.
Conte Verde, Lloyd Triestino, Feb. 3.
Tanda, E. & A. S.S. Co., February 3.
Chichibu Maru, N.Y.K., February 6.
Coblentz, Melchers', February 7.
Shirala, B.I. (Apost), February 7.
Chitral, P. & O., February 8.
D'Artagnan, Messageries', February 9.
Clara Camus, Lloyd Triestino, Feb. 10.
Coblentz, Melchers', February 10.
City of Norwich, Bank Line, Feb. 12.
City of Adelaide, Bank Line, Feb. 12.
Empress of Asia, C.P.S., February 13.
Lycoun, B. & S., February 13.
Pros. Pierce, Dollar's, February 13.
Touraine, Thoresen's, February 14.
Haruna Maru, N.Y.K., February 15.
Kulmerland, Jensen's, February 15.
Agammon, B. & S., February 15.
Pros. Jefferson, A.M. Line, Feb. 16.
Tai Shan, Dodwell's, February 16.
Foyebank, Bank Line, February 19.
Tatsuta Maru, N.Y.K., February 20.
Bhutes, P. & O., February 21.
Tilawa, B.I. (Apost), February 21.
Saale, Melchers', February 22.
Athos II, Messageries', February 23.
Pros. Coolidge, Dollar's, February 23.
Canton, Gilman's, February 25.
Dioned, B. & S., February 25.
Emp. of Canada, C.P.S., February 26.
Nojima Maru, N.Y.K., February 28.
Anna Maersk, Jensen's, March 1.
Emp. of Russia, C.P.S., March 8.

SHANGHAI AND VIA PORTS.

Conte Verde, Lloyd Triestino, Feb. 3.
Shanghai, B. & S., February 3.
Tean, B. & S., February 5.
Aeneas, B. & S., February 6.
Norvik, Jardine's, February 6.
Sinking, B. & S., February 6.
Taiyuan, B. & S., February 6.
Tjisdane, J.C.J. Line, February 7.
Kwangtung, B. & S., February 8.
Changth, Jardine's, February 10.
Fushing, Jardine's, February 10.
Sunning, B. & S., February 10.
Nanchang, B. & S., February 11.
Hoichow, B. & S., February 13.
Schinas, B. & S., February 13.
Yochow, B. & S., February 15.
Tai Shan, Dodwell's, February 16.
Hoichow, B. & S., February 17.
Szechuan, B. & S., February 17.

Swatow.

Selatan, Douglas', February 2.
Hiram, Thoresen's, February 3.
Haiching, Douglas', February 5.
Norvik, Jardine's, February 6.
Selatan, Douglas', February 6.
Sinking, B. & S., February 6.
Kwangtung, B. & S., February 8.
Fushing, Jardine's, February 10.
Hopsang, Jardine's, February 10.
Sunning, B. & S., February 10.
Hoichow, B. & S., February 10.
Haiching, Douglas', February 12.
Sriyana, B. & S., February 12.
Yunnan, Jardine's, February 13.
Haiching, Douglas', February 15.
Yochow, B. & S., February 15.
Hoichow, B. & S., February 17.
Hainan, Thoresen's, February 17.
Kutang, B. & S., February 17.
Szechuan, B. & S., February 17.
Hainan, Thoresen's, February 24.

Taku Bar.

City of Adelaide, Bank Line, Feb. 12.
Kulmerland, Jensen's, February 15.
Saale, Melchers', February 22.

Tientsin.

Yunnan, B. & S., February 3.
Hopsang, Jardine's, February 10.

Tsingtao.

Kwangtung, Jardine's, February 1.
Bochum, Jensen's, February 3.
Shanghai, B. & S., February 3.
Norvik, Jardine's, February 6.
Sinking, B. & S., February 6.
Coblentz, Melchers', February 10.
Fushing, Jardine's, February 10.
Sunning, B. & S., February 10.
Hoichow, B. & S., February 13.

Yunnan, Jardine's, February 13.
Szechuan, B. & S., February 17.
Saale, Melchers', February 22.

Wei Hai Wei

Yunnan, B. & S., February 3.

EASTWARD

FROM HONG KONG TO NORTH
AND SOUTH AMERICA

Balboa.

Pros. Pierce, Dollar's, February 13.
Rakuyo Maru, N.Y.K., February 13.
Tai Shan, Dodwell's, February 13.
Pros. Coolidge, Dollar's, February 23.

Baltimore.

Maron, B. & S., February 8.
Anna Maersk, Jensen's, March 1.

Boston and New York.

Maron, B. & S., February 8.
Pros. Pierce, Dollar's, February 13.
Tai Shan, Dodwell's, February 16.
Pros. Coolidge, Dollar's, February 23.

Bremerhaven.

Nojima Maru, N.Y.K., February 28.
Anna Maersk, Jensen's, March 1.

Cristobal.

Pros. Pierce, Dollar's, February 13.
Rakuyo Maru, N.Y.K., February 13.
Tai Shan, Dodwell's, February 16.
Pros. Coolidge, Dollar's, February 23.

Honolulu.

Chichibu Maru, N.Y.K., February 6.
Pros. Pierce, Dollar's, February 13.
Rakuyo Maru, N.Y.K., February 13.
Tatsuta Maru, N.Y.K., February 20.
Pros. Coolidge, Dollar's, February 23.
Emp. of Canada, C.P.S., February 28.

Los Angeles.

Chichibu Maru, N.Y.K., February 6.
Pros. Pierce, Dollar's, February 13.
Rakuyo Maru, N.Y.K., February 13.
Tai Shan, Dodwell's, February 16.
Tatsuta Maru, N.Y.K., February 20.
Pros. Coolidge, Dollar's, February 23.
Somerville, Bank Line, February 25.
Nojima Maru, N.Y.K., February 28.
Anna Maersk, Jensen's, March 1.

Panama.

Pros. Pierce, Dollar's, February 13.
Rakuyo Maru, N.Y.K., February 13.
Tai Shan, Dodwell's, February 16.
Pros. Coolidge, Dollar's, February 23.
Nojima Maru, N.Y.K., February 28.
Anna Maersk, Jensen's, March 1.

Philadelphia.

Maron, B. & S., February 8.
Anna Maersk, Jensen's, March 1.

Portland and Puget Sound.

Somerville, Bank Line, February 25.

San Francisco.

Chichibu Maru, N.Y.K., February 6.
Pros. Pierce, Dollar's, February 13.
Rakuyo Maru, N.Y.K., February 13.
Tai Shan, Dodwell's, February 16.
Tatsuta Maru, N.Y.K., February 20.
Pros. Coolidge, Dollar's, February 23.
Somerville, Bank Line, February 25.

Seattle.

Pros. Grant, A.M. Line, February 2.
Telhibius, B. & S., February 14.
Pros. Jefferson, A.M. Line, Feb. 16.
Pros. Jackson, A.M. Line, March 2.

South America (W.C.)

Rakuyo Maru, N.Y.K., February 13.

Vancouver, B.C.

Empress of Asia, C.P.S., February 13.
Telhibius, B. & S., February 14.
Emp. of Canada, C.P.S., February 28.
Emp. of Russia, C.P.S., March 8.

Victoria, B.C.

Pros. Grant, A.M. Line, February 2.
Empress of Asia, C.P.S., February 13.
Telhibius, B. & S., February 14.
Pros. Jefferson, A.M. Line, Feb. 16.
Emp. of Canada, C.P.S., February 28.
Pros. Jackson, A.M. Line, March 2.
Emp. of Russia, C.P.S., March 8.

West Indies.

Tai Shan, Dodwell's, February 16.

SOUTHWARD

FROM HONG KONG TO COAST
PORTS, MANILA, AUSTRALIA.

Australian Ports, East and West.
Changth, B. & S., February 15.
Kutano Maru, N.Y.K., February 23.
Tanda, E. & A. S.S. Co., March 2.

Bat.

Tjisdane, J.C.J. Line, February 5.

Batavia.

Hiram, Thoresen's, February 3.
Kwangtung, B. & S., February 8.
Norvik, B. & S., February 9.
Hainan, Thoresen's, February 10.
Hainan, Thoresen's, February 17.
Kutang, B. & S., February 17.
Hainan, Thoresen's, February 24.

Batavia.

Siamese Prince, Furness', February 4.
Tjisdane, J.C.J. Line, February 12.

Brisbane.

Kutano Maru, N.Y.K., February 23.
Tanda, E. & A. S.S. Co., March 2.

Buaya.

Kutano Maru, N.Y.K., February 23.
Siamese Prince, Furness', February 4.

Haiphong.

Hupoh, B. & S., February 8.
Kalgan, B. & S., February 15.
Kwangtung, B. & S., February 15.

Hobart.

Tanda, E. & A. S.S. Co., March 2.

Honolulu.

Hupoh, B. & S., February 8.
Kalgan, B. & S., February 15.
Kwangtung, B. & S., February 15.

Kayang.

Bremerhaven, Melchers', March 4.

Macao.

Siamese Prince, Furness', February 4.
Tjisdane, J.C.J. Line, February 12.

Madang.

Eriderun, Melchers', February 6.

Manila.

Emp. of Canada, C.P.S., February 8.
Bering, Melchers', February 1.
Pros. Johnson, Melchers', February 2.
Kutano Maru, N.Y.K., February 23.
Siamese Prince, Furness', February 4.
Pros. Pierce, Dollar's, February 13.

Fulda, Melchers', February 8.
Tjisdane, J.C.J. Line, February 5.
Anna Maersk, Jensen's, February 8.
Maron, B. & S., February 8.
Pros. Jefferson, A.M. Line, February 9.
Pros. Coolidge, Dollar's, February 14.
Changth, B. & S., February 15.
Pros. Monroe, Dollar's, February 15.
Burgeland, Jensen's, February 17.
Kutano Maru, N.Y.K., February 23.
Pros. Jackson, A.M. Line, February 23.
Emp. of Russia, C.P.S., February 28.
Nagars, Gilman's, March 1.
Pros. Van Buren, Dollar's, March 2.
Tanda, E. & A. S.S. Co., March 2.
Gertrude Maersk, Jensen's, March 3.

Melbourne.
Changth, B. & S., February 15.
Kutano Maru, N.Y.K., February 23.
Tanda, E. & A. S.S. Co., March 2.

Melbourne.
Changth, B. & S., February 15.
Kutano Maru, N.Y.K., February 23.
Tanda, E. & A. S.S. Co., March 2.

Melbourne.
Changth, B. & S., February 15.
Kutano Maru, N.Y.K., February 23.
Tanda, E. & A. S.S. Co., March 2.

Melbourne.
Changth, B. & S., February 15.
Kutano Maru, N.Y.K., February 23.
Tanda, E. & A. S.S. Co., March 2.

Melbourne.
Changth, B. & S., February 15.
Kutano Maru, N.Y.K., February 23.
Tanda, E. & A. S.S. Co., March 2.

Melbourne.
Changth, B. & S., February 15.
Kutano Maru, N.Y.K., February 23.
Tanda, E. & A. S.S. Co., March 2.

Melbourne.
Changth, B. & S., February 15.
Kutano Maru, N.Y.K., February 23.
Tanda, E. & A. S.S. Co., March 2.

Melbourne.
Changth, B. & S., February 15.
Kutano Maru, N.Y.K., February 23.
Tanda, E. & A. S.S. Co., March 2.

Melbourne.
Changth, B. & S., February 15.
Kutano Maru, N.Y.K., February 23.
Tanda, E. & A. S.S. Co., March 2.

CHINESE NEW YEAR HOLIDAYS

Cruise to Manila and Return

by the

EMPRESS OF CANADA

£12.0.0. first Class £8.0.0. tourist class

Saturday, Feb. 2. 5 p.m. sail from Hong Kong
 Sunday, " 3. en route
 Monday, " 4. 8 a.m. Arrive Manila
 Monday, " 4. p.m. Leave Manila
 Tuesday, " 5. en route
 Wednesday, 6. a.m. Arrive Hong Kong.

Passengers wishing to spend a little longer in Manila may return by the General Lee, leaving Manila Noon on Thursday, 7th and arriving in Hong Kong Noon on Saturday, 8th.

CANADIAN PACIFIC
 WORLD'S GREATEST TRAVEL SYSTEM



GENERAL PASSENGER AGENTS IN THE ORIENT FOR CUNARD WHITE STAR LINE.

SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.
 CHICHIBU MARU ... Wednesday, 8th Feb. at 1 a.m.
 TATSUTA MARU ... Wednesday, 8th Feb. at 10 a.m.
 ASAMA MARU ... Wednesday, 8th Mar. at 10 a.m.

SEATTLE & VANCOUVER.

HIYE MARU ... (Starts from Kobe) Monday, 18th Feb.
 HEIAN MARU ... (Starts from Kobe) Sunday, 8th Mar.
 LONDON, MARSEILLES, ANTWERP, ROTTERDAM
 FUSHIMI MARU ... Saturday, 2nd Feb.
 HAKOZAKI MARU ... Saturday, 18th Feb.
 TEBUKUNI MARU ... Friday, 1st March

SYDNEY & MELBOURNE via Manila and Ports.

KITANO MARU ... Saturday, 23rd Feb.
 ATSUTA MARU ... Saturday, 23rd Mar.

BOMBAY via Singapore, Penang and Colombo.

+ GENOA MARU ... Wednesday, 6th Feb.
 GINYO MARU ... Monday, 11th Feb.
 + TORIWA MARU ... Thursday, 28th Feb.
 ANYO MARU ... Monday, 11th Mar.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

RAKUVO MARU ... Wednesday, 13th Feb.

NEW YORK via Panama.

+ NOJIMA MARU ... Thursday, 28th Feb.
 + NOTO MARU ... Tuesday, 5th Mar.

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus.

Genoa and Valencia.
 + DELAGOA MARU ... Friday, 8th Feb.

CALCUTTA via Singapore, Penang and Rangoon.

+ TSUSHIMA MARU ... Friday, 8th Feb.
 + PENANG MARU ... Friday, 15th Feb.
 + HAKODATE MARU ... Friday, 1st Mar.

SHANGHAI, KOBE & YOKOHAMA.

HARUNA MARU ... Friday, 15th Feb.
 ATSUTA MARU (Nagasaki direct) Friday, 15th Feb.

+ Cargo only.
Tel. 30291

FRENCH MAIL STEAMERS.

Sailings from Hong Kong:

To SHANGHAI — KOBE.

D'ARTAGNAN ... 9th Feb.
 ATHOS II ... 23rd Feb.
 ARAMIS ... 8th Mar.
 ANDRE LEBON ... 23rd Mar.
 FELIX ROUSSEL ... 8th Apr.
 FORTROS ... 31st April

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.

CHRONCEAUX ... 12th Feb.
 D'ARTAGNAN ... 28th Feb.
 ATHOS II ... 12th Mar.
 ARAMIS ... 28th Mar.
 ANDRE LEBON ... 8th Apr.
 FELIX ROUSSEL ... 23rd Apr.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transhipment on our Mail Steamers at Port-Said or Djibouti.

For Full Particulars, apply to—

C. Des MESSAGERIES MARITIMES.

3 Queen's Building, 12

Tel. 26881

Shipping News

Daily Statement, Clearances, Ships in Harbour, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 6,400 TONS
 THROUGH CARGO
 17,900 TONS

The returns, shown at the Harbour Office of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were—

	Cargo for Through H.K. Ports	
British		
Kwai Sang, Canton	79	5,200
Somali, Shanghai	395	960
Shantung, Swatow	474	6,160
French		
Tai Poo Sek, Fort Bayard	350	—
Norwegian	—	350
Prominent, Canton	—	—
Lyder Sagen, Ryajun	4,000	—
German		
Friderun, Rabaul	1,047	—
Swedish		
Peiping, Shanghai	—	5,505
Japanese		
Celebes Maru, Sakito	536	6,245
Total	8,407	17,910

ASIATIC DECK PASSENGERS

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday—
 Shantung (Br.), Swatow ... 125
 Tai Poo Sek (Fr.), Fort Bayard ... 83
 Total ... 208

ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were—

	Arr.	Dep.
British	3	5
French	1	0
Norwegian	2	0
German	1	0
Swedish	1	0
Japanese	1	3
Chinese	0	4
Total	9	12

SHIPS IN HARBOUR

WHARVES

Kowloon: — Friderun, Nellore, President Grant, President Johnson, Himalaya Maru, Fushimi Maru, Hakusan Maru, A. P. C.—North Point: — Irisbank, Bintang, Socony-Latchukok: — Daisy Moller, Jardine Matheson's: — Sandviken.

CLEARANCES

1ST FEBRUARY

Yunnan, for Canton
 Sui Sang, for Amoy
 Klungchow, for Swatow
 Huashan Maru, for Canton
 Canton, for Haiphong
 Henrik, for Bangkok
 Celebes Maru, for Singapore
 Kwai Sang, for Swatow
 Himalaya Maru, for Singapore
 Ardent, for Bangkok
 Nellore, for Manila
 Apoe, for Singapore
 Agapenor, for Singapore
 Da-Shing, for Saigon
 Hui Yang, for Swatow
 Hakusan Maru, for Shanghai

SHIPPING MOVEMENTS

The B.I. & Apcar Line steamship Shirala left Singapore for this Port on the 31st January, 1935, and is due here on the 6th February, 1935.

The Blue Funnel Line steamship Aeneas will arrive from Singapore on 5th instant.

The E. & A. steamship Tando left Manila for this Port yesterday at p.m. with the outward Malls, and is due here on the 2nd instant at about 5 p.m.

The E. & A. Steam Ship Tando will leave for Shanghai, Moji, Kobe, Osaka, and Yokohama on or about Sunday, the 3rd instant at 4 p.m.

The p.v. Silverleaf from New York sailed Los Angeles on 7th January and is expected here on 7th instant.

SHIPS IN WIRELESS COMMUNICATION

The list of ships expected to be in wireless communication with Hong Kong to-day—
 Kaigan, Alice Moller, Tai Lee, Nordland, Prominent, Alaska Maru, Arizona Maru, Anking, Empress of Canada, Nagara Maru, General Lee, President Hoover, Hakusan Maru, President Johnson, President Pierce, Peiping, Maron, Tando, Conte Verde.

Osaka—Shosen Kaisha: — Dell Maru.

DOCKS

Kowloon: — Empress of Asia Hai Hing, Mindanao.
 Talkoo: — H.M.S. Otus, King Lee, Chichibu Maru.

BUOYS

No. A1.—Barge.
 No. A3.—Agapenor.
 No. A4.—La Perouse.
 No. A5.—Apoe.
 No. A7.—Peiping.
 No. A8.—Somali.
 No. A11.—Kwaiyo Maru.
 No. A12.—Tjisalak.
 No. B1.—Kwai Sang.
 No. B3.—Klungchow.
 No. B4.—Helikon.
 No. B6.—Canton.
 No. B9.—Ardent.
 No. B10.—Haidis.
 No. B14.—Kwangchow.
 No. B15.—Muhnam.
 No. A16.—Clara Jebson.
 No. B17.—Hyam.
 No. B20.—Yunnan.
 No. B23.—Lyder Sagen.
 No. B24.—Toa Maru.

BANK LINE (CHINA) LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF ORAN" ... Havre, London, Dunkirk, Rotterdam & Hamburg. ... 9th Feb.

S.S. "CITY OF NORWICH" ... Havre, London, Rotterdam & Hamburg. ... 9th March

ANDREW WEIR & CO.

MAURITIUS & SOUTH AFRICA

S.S. "TINHOU" ... 30th April

Leading for Mauritius Reunion, Tamatave, Lourenco Marques, Durban and Cape Port.

EAST & SOUTH AFRICA ... LUXURIOUS PASSENGER VESSELS. ... INDIAN AFRICAN LINE

M.V. "INCHANGA" ... from Calcutta 4th Feb. ... from Colombo 10th Feb.

M.V. "INCOMATI" ... from Calcutta 4th Mar. ... from Colombo 10th Mar.

M.V. "ISIPINGO" ... from Calcutta 4th Apr. ... from Colombo 10th Apr.

Taking PASSENGERS and CARGO for Mombasa, Zanzibar, Beira, Lourenco Marques, Durban, East London, Port Elizabeth, Mossel Bay, and Cape Town.

KLAVENESS LINE

(PACIFIC COAST-ASIATIC SERVICE)

HONGKONG DIRECT TO LOS ANGELES (in 21 Days)

SAN FRANCISCO, PORTLAND AND PUGET SOUND.

M.V. "SOMERVILLE" ... 25th Feb.

Issuing through to Leading to Gulf & Atlantic Coast with transhipment at Los Angeles by first opportunity.

All Sailings Subject to Alteration without Notice.

For Freight or Passage on any of the above lines apply—

Telephone: 27791

THE BANK LINE (CHINA), LTD.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).

MAIL AND PASSENGER STEAMERS

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"SOMALI"	7,000	2nd Feb., 10 a.m.	Manila, Havre, London.
"RAWALPINDI"	17,000	9th Feb.	H'bg, E'dm., A'warp, & Hull.
"BAJPUTANA"	17,000	23rd Feb.	Bombay, Marseilles and London.
"BANGALORE"	6,000	2nd Mar.	Manila, Havre, L'ndn, H'bg.
"CHITRAL"	15,500	9th Mar.	H'bg, E'dm., A'warp, & Hull.
"CARTAGE"	14,300	23rd Mar.	Marseilles and London.
"BHUTAN"	6,100	30th Mar.	do.
"CATHAY"	15,500	6th April	Manila, Havre, L'ndn, H'bg, E'dm., A'warp, & Hull.
"BEHAR"	6,100	13th April	Bombay, Man., Havre, L'ndn, H'bg, E'dm., A'warp, & Hull.
"COBFU"	15,500	20th April	Marseilles and London.

* Cargo only. † Calls Oran, etc.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"SIRDHANA"	8,000	3rd Feb., 10 a.m.	Singapore, Penang & Malacca.
"TAKADA"	8,000	15th Feb.	do.

* Calls Port Swettenham. † Calls Rangoon.

R.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"TANDA"	7,000	2nd March	Manila, Rabaul, Brisbane.
"NANKIN"	7,000	2nd April	Sydney, Melbourne & Hobart.

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

HONG KONG TO SYDNEY—19 days.

AUSTRALIA AND NEW ZEALAND for a Cheap Holiday (Sailing, Fishing, Shooting, Climates to all. Your English Money is worth 25% more).

No Additional Charge for Deck Cabins. Sun Deck Swimming Pool—Orchestra carried—Laundry—Surgeon—Stewards.

E. & A. Cuisine and Service are unsurpassed.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand; Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and.

The P. & O. Branch Service of Steamers to London via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong (about)	Destination
"TANDA"	7,000	3rd Feb., 4 p.m.	Shanghai, Kobe, Osaka & Y'ham.
"SEIBALA"	8,000	7th Feb.	Amoy, Shanghai, Kobe & Osaka.
"CHITRAL"	15,500	8th Feb.	Shanghai, Kobe & Yokohama.
"BHUTAN"	6,100	21st Feb.	Shanghai, Kobe & Yokohama.
"TILWA"	10,000	21st Feb.	Amoy, Shanghai, Kobe & Osaka.
"CARTAGE"	15,500	22nd Feb.	Shanghai, Kobe & Yokohama.
"NANKIN"	7,000	7th Mar.	Shanghai, Kobe, Osaka & Y'ham.
"SANTALA"	8,000	7th Mar.	Amoy, Shanghai, Kobe & Osaka.
"BEHAR"	6,100	7th Mar.	Shanghai, Kobe & Yokohama.
"CATHAY"	15,500	8th Mar.	do.

* Cargo only.

All dates are approximate and subject to alteration without notice.

All Cabins are fitted with Electric Fans or Punks Louvre Ventilation.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 56 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Rates, Freight, Handbooks, etc. Apply—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Road Central, HONG KONG, Agents.

THE SWEDISH EAST ASIATIC

SERVICE OF FAST MOTOR VESSELS

(with limited, but exceptionally good passenger accommodation.)

HOMEWARDS

TO PORT SAID, MARSEILLES, ALGIER, ORAN.

ROTTERDAM (AMSTERDAM), HAMBURG, OSLO, GOTHENBURG.

AND OTHER SCANDINAVIAN PORTS.

via MANILA AND STRAITS SETTLEMENTS.

M.V. "NAGARA" ... 1st March

OUTWARDS

TO SHANGHAI AND JAPAN PORTS.

M.V. "CANTON" ... 25th Feb.

M.V. "SHANTUNG" ... 21st March

Passenger Rates: Hong Kong to Mediterranean ... 24s

Hong Kong to Rotterdam ... 25s

Agents: GULMAN & CO., LTD. H. H. HUYGEN

Hong Kong & Canton

